

1380

ATLANTIC ST

Extension

WORKER

F 97511

2543

MICROFILMED

DEC 23 1964

2 Mon.
BM 5.70 Bean + H/land co
12/15
11.08

(12)

2450
1070

Our Leather Bound Engineers Note Books are carried in the following rulings:

No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.

No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.

No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.

No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

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THE FREDERICK POST CO.
ENGINEERING and DRAFTING SUPPLIES
IRVING PARK STATION
CHICAGO, ILL.

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Proposed Alignment Atlantic St Balboa St to Market
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 Atlantic St Grades Palm to Harasithy St
 " " " Juniper to Quince
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 6" sewer main Atlantic St Grape St to N4 St
 Bench Marks Atlantic St
 R.P.s Atlantic St Broadway to Ash
 Grades Broadway to Ash on Atlantic
 Sewer Grades Atlantic St Palm to Bean
 Atlantic St Grades Grape to Ash
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 " " " " " to Ivy - Belt St
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 Grades 12" water line Ash to Juniper
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 Profile for Sewer E from MH in Belt + Ext. of Ivy
 Levels for EI of 12" Water Main Grape to Juniper
 B.M.s. Airtech Sewer connection M.H.s in Belt St

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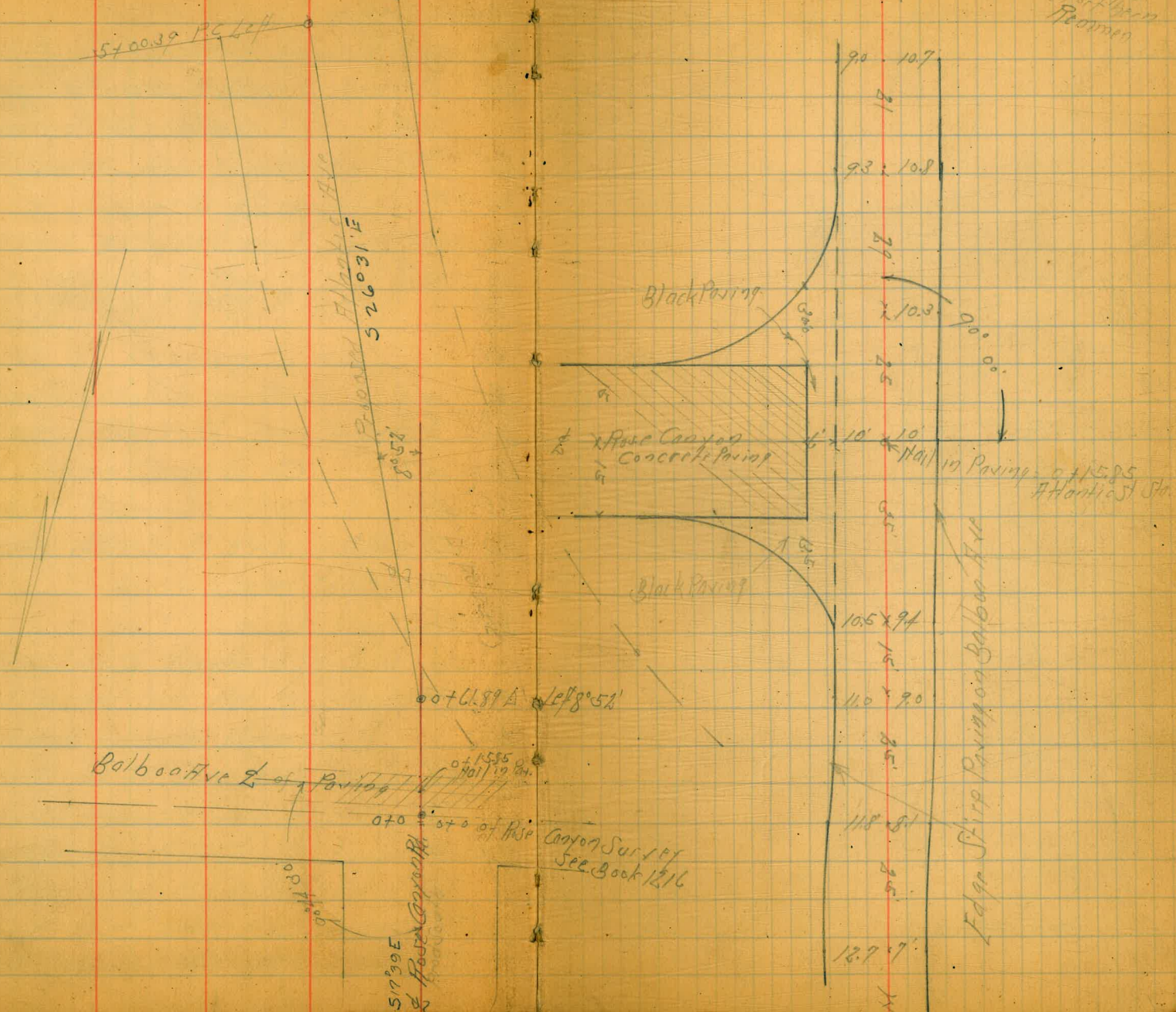
Page 1

Crown Atlantic St 77
 Curve data ^{Nutmeg} Palm 78
 Location Catch Basins ^{Broadway} Atlantic 79

Proposed Atlantic St.
Balboa Ave to Market St.

1-10-30
S. S. Wood
No. 1996
H. J. Green
Reverend

2



11+6132-FC

MMP 753
809

$\Delta = 19^{\circ}35'$

$\Sigma P = 193670$

$L = 662.93$

$T = 33372$

570039 P.C.V.

526°31'E

Proposed Atlantic St
546°06'E

Proposed Atlantic St

Proposed Atlantic St

Proposed Atlantic St

Proposed Atlantic St

1160.49
1690

3

Cont. Mon

42369

36100 P.O.T

103369 Cont. Mon

Ed. ad. ex. 1-12-44

394.99

354788

354788

Cont. Mon
Feb. 1-44

Feb. Hub
Replaced with
Cont. Mon

Skyline of
Mission Bay Park Trail

Marine Terrace

Mon. Reset
1-28-44

Reset FB, C, LI-27
1-28-44

CSM

Mon. Reset
1-12-44
47962
68 Walker

546°06'E

3074351

Maline St

Mon
Feb Hub

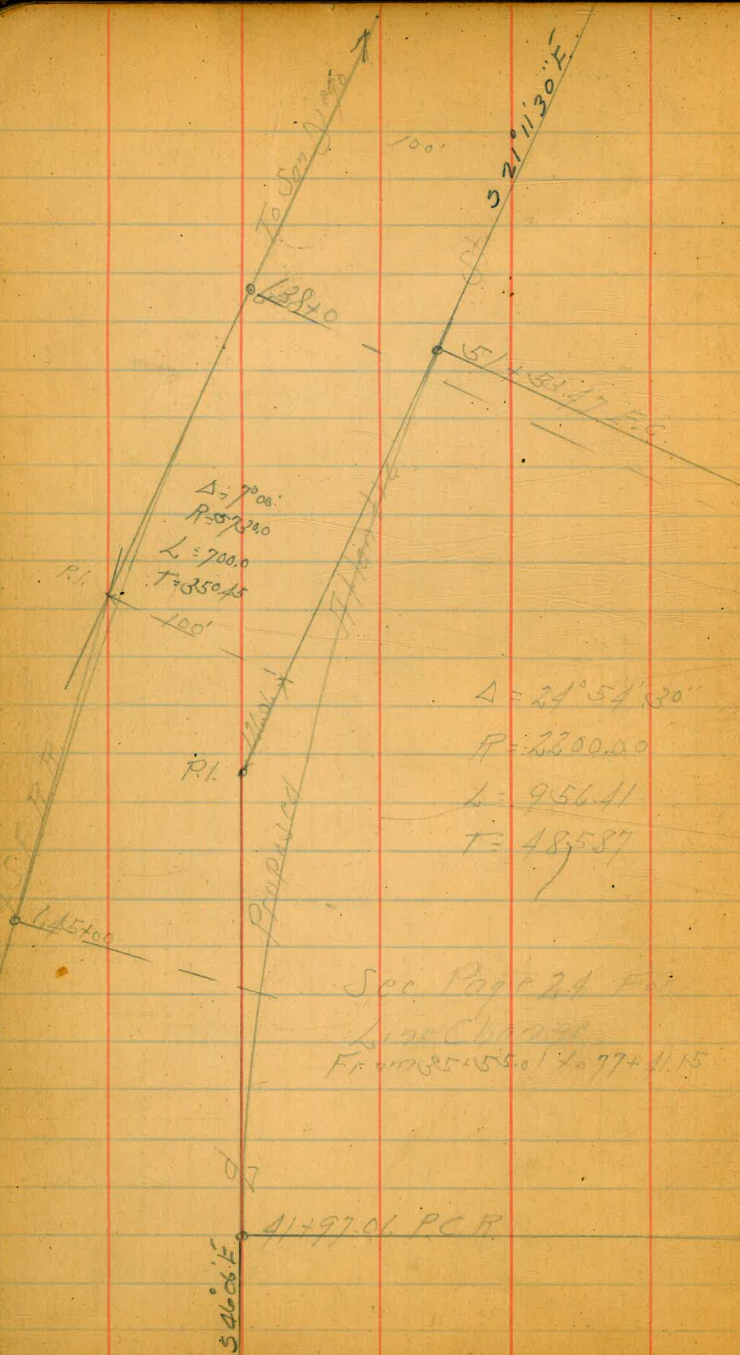
2673917 P.O.T

Glenswood St.

71°59'

19777.07 P.O.T

See page 128
Page 64
Fr. Street



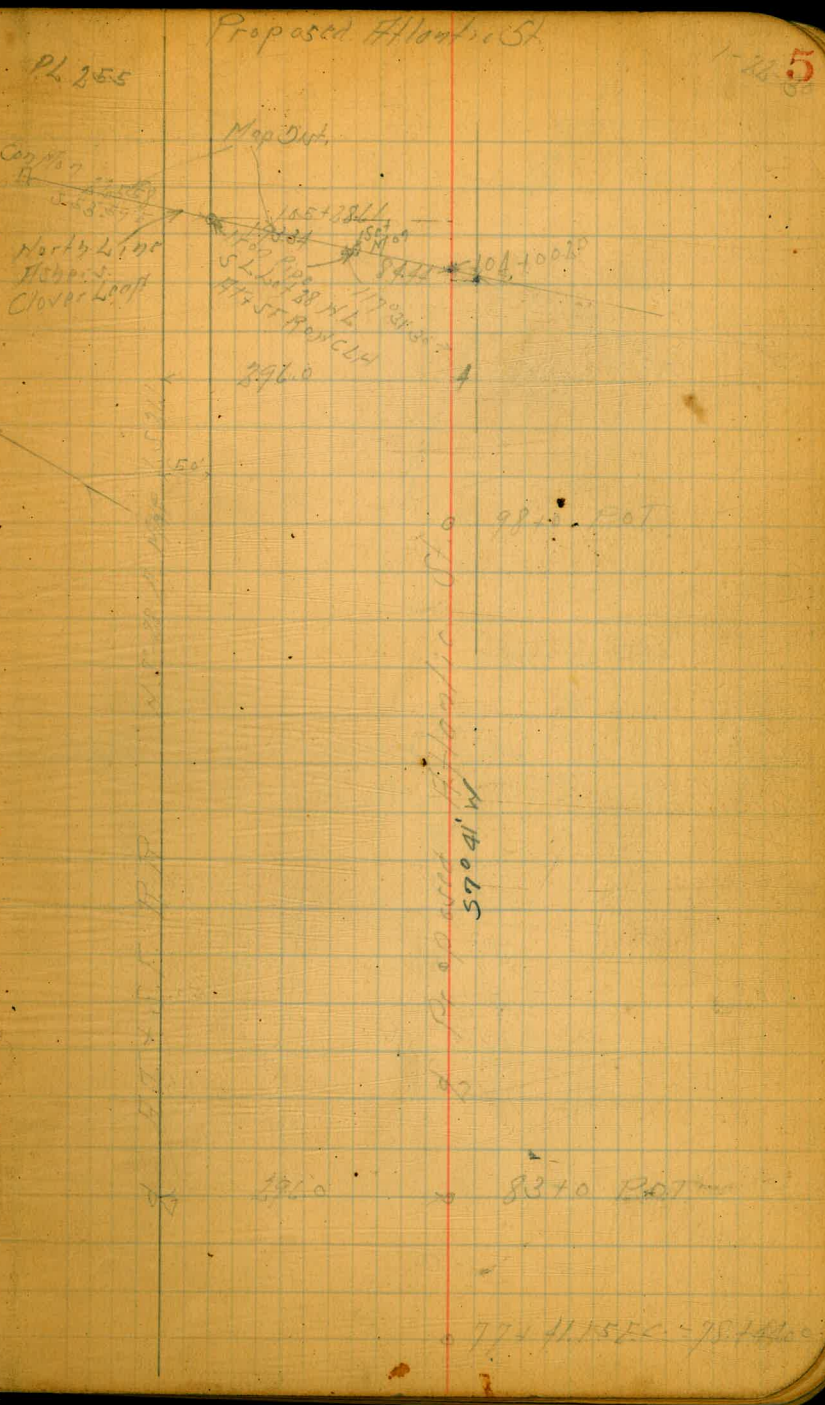
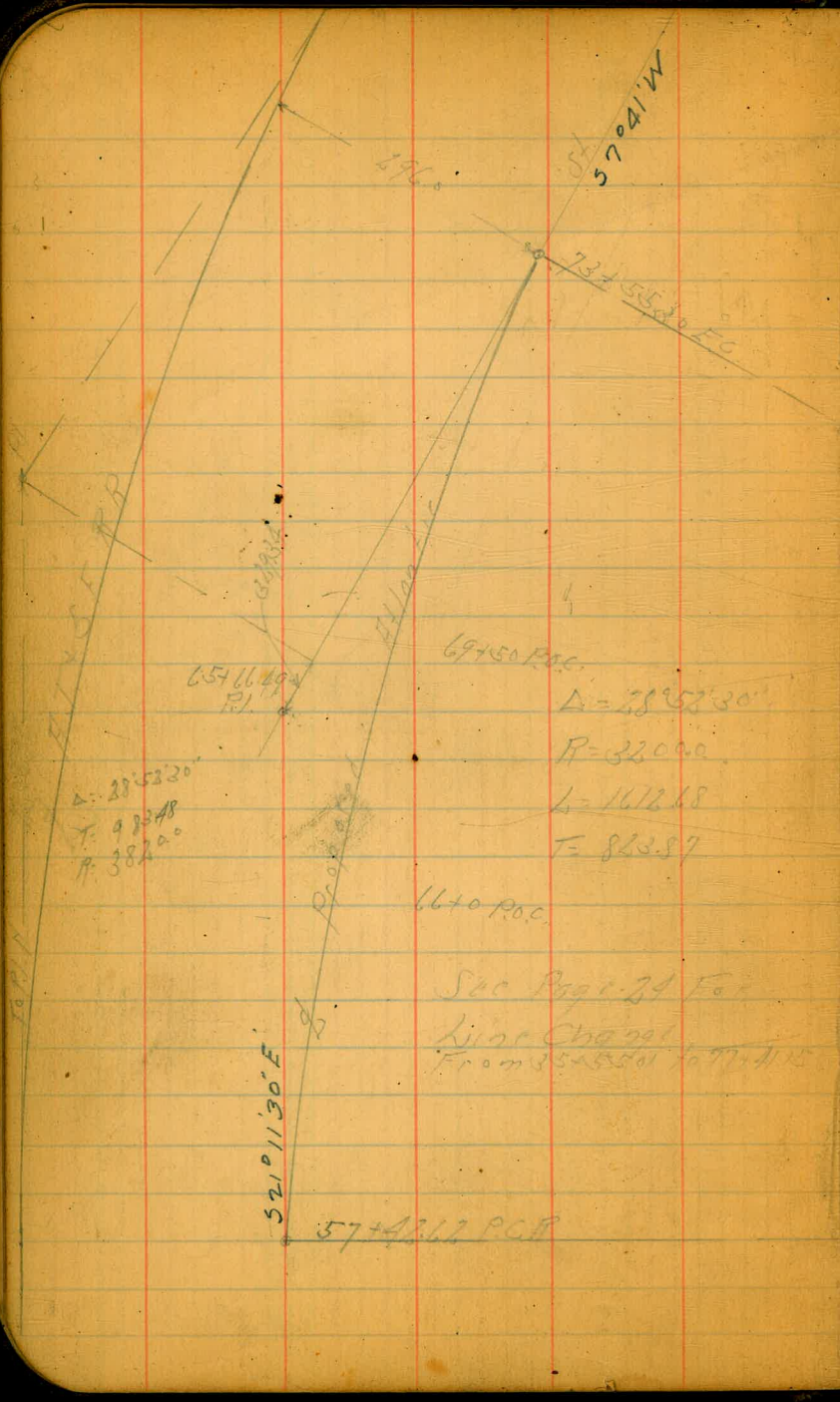
$\Delta = 7^{\circ} 08'$
 $R = 57340$
 $L = 7000$
 $T = 35045$
 $100'$

$\Delta = 24^{\circ} 54' 30''$
 $R = 2200.00$
 $L = 956.41$
 $T = 485.87$

See Page 24 for
 Line Control
 From 85+55.01 to 97+11.15

41+97.06 P.C.R.

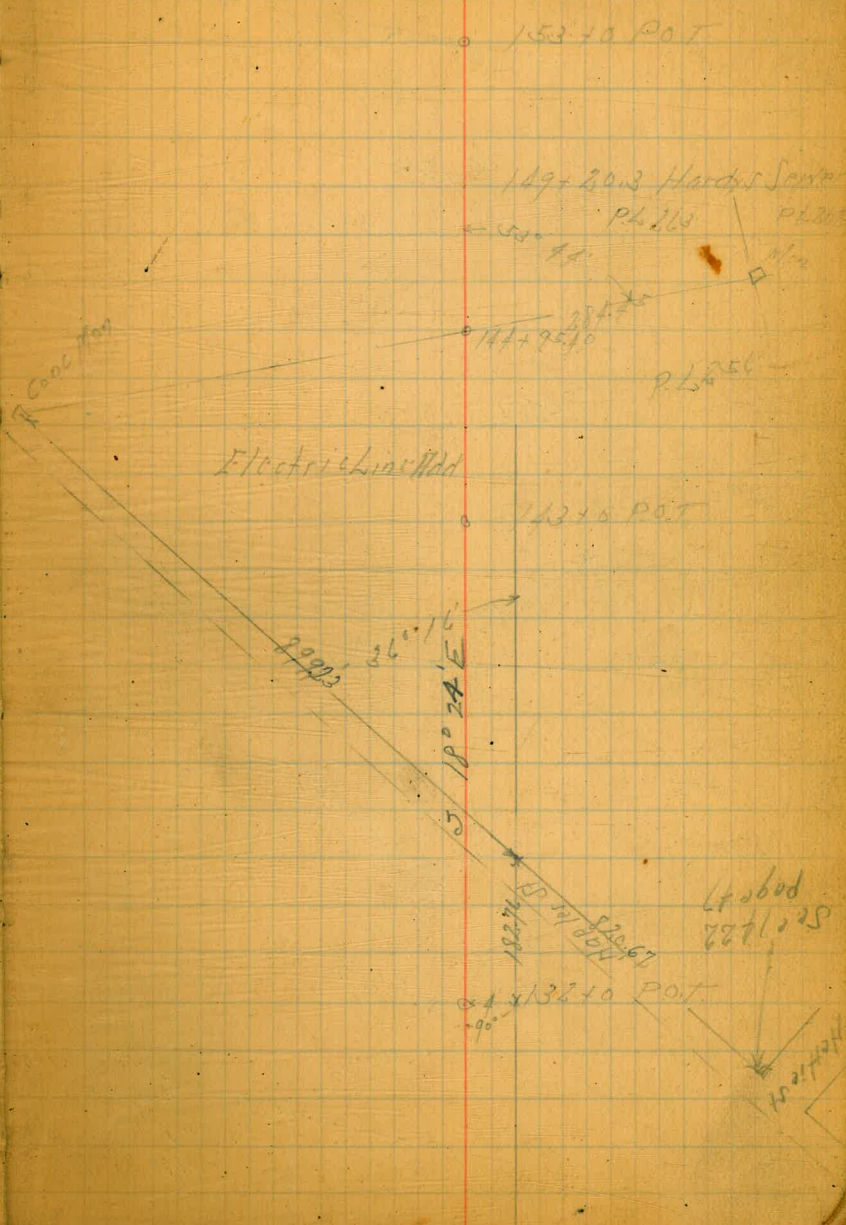
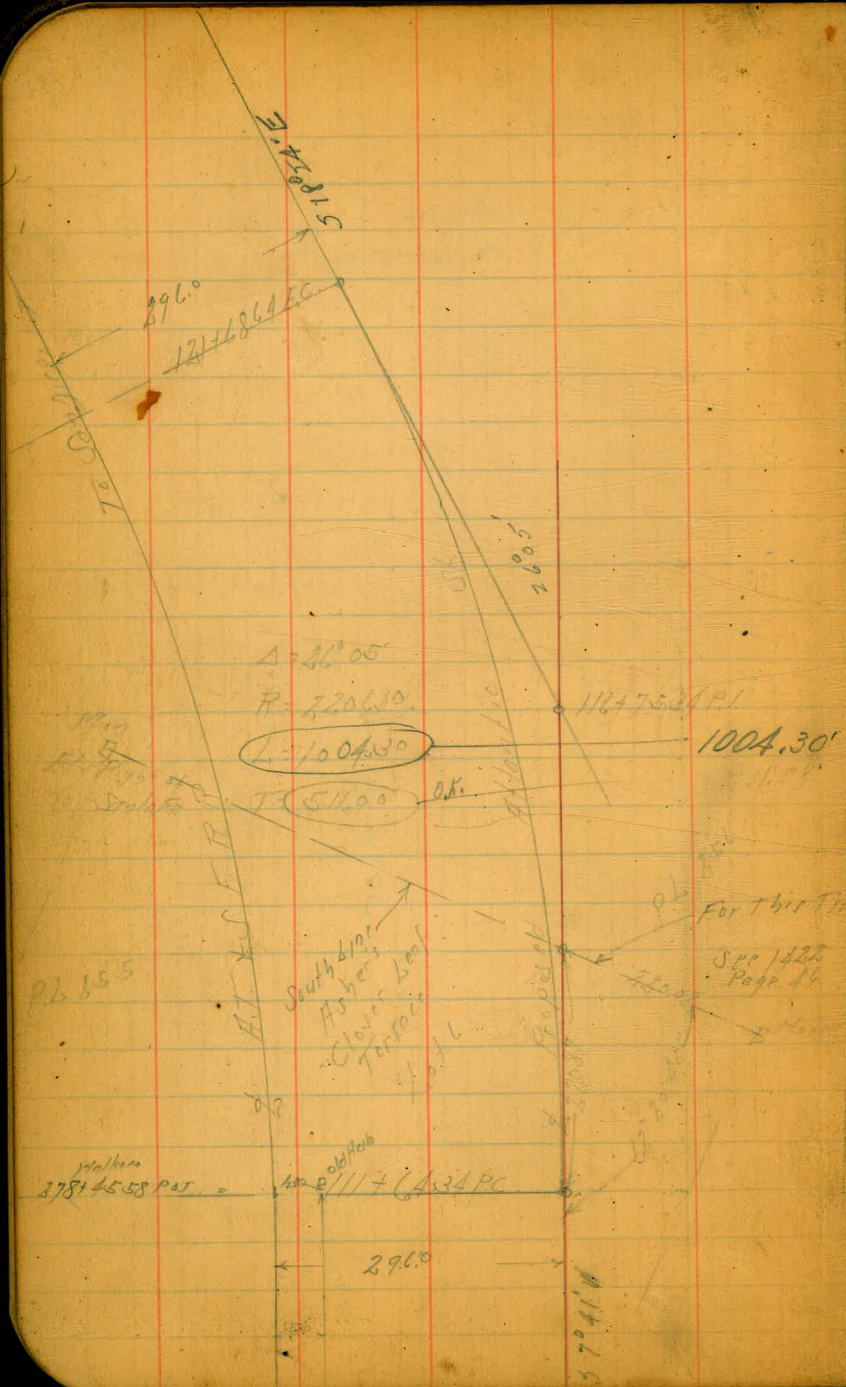
546.06' F.

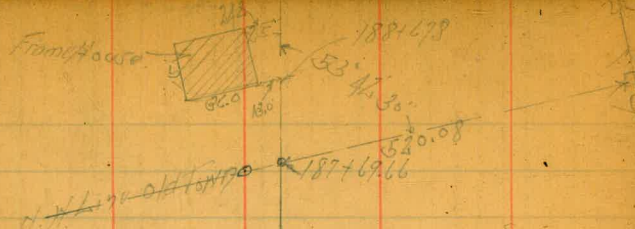


PL 255
 Proposed Atlantic St.
 1-16-85
 Map Date
 Copy No. 1
 128-
 North Line
 Hebert
 Clover Leaf
 125+3811
 17004
 8441
 106+10620
 522 P.C.
 17004
 8441
 106+10620
 296.0

69750 P.C.
 $A = 28^{\circ}52'30''$
 $R = 32000$
 $L = 167218$
 $T = 863.87$
 6670 P.C.
 See Page 24 For
 Line Chain
 From 555501 to 777115

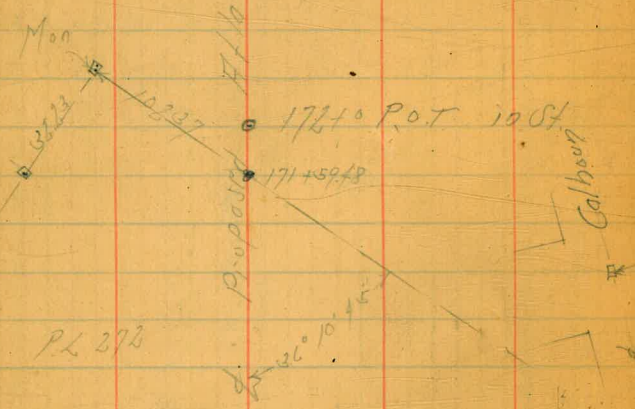
9840 P.C.
 Proposed Atlantic St.
 57°41'W
 8370 P.C.
 7774115 P.C. - 7574115 P.C.





18372470 P.O.T. Dyke

P.L. 281 P.L. 273

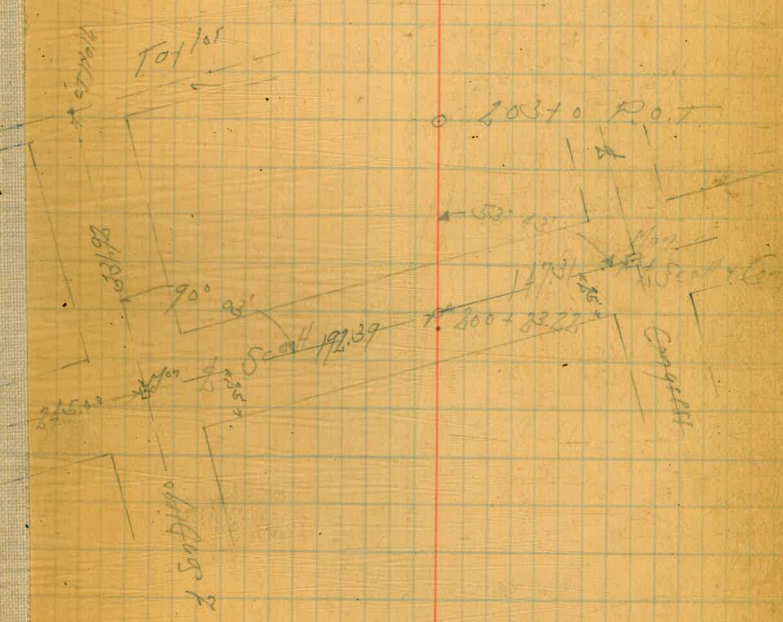


P.L. 272

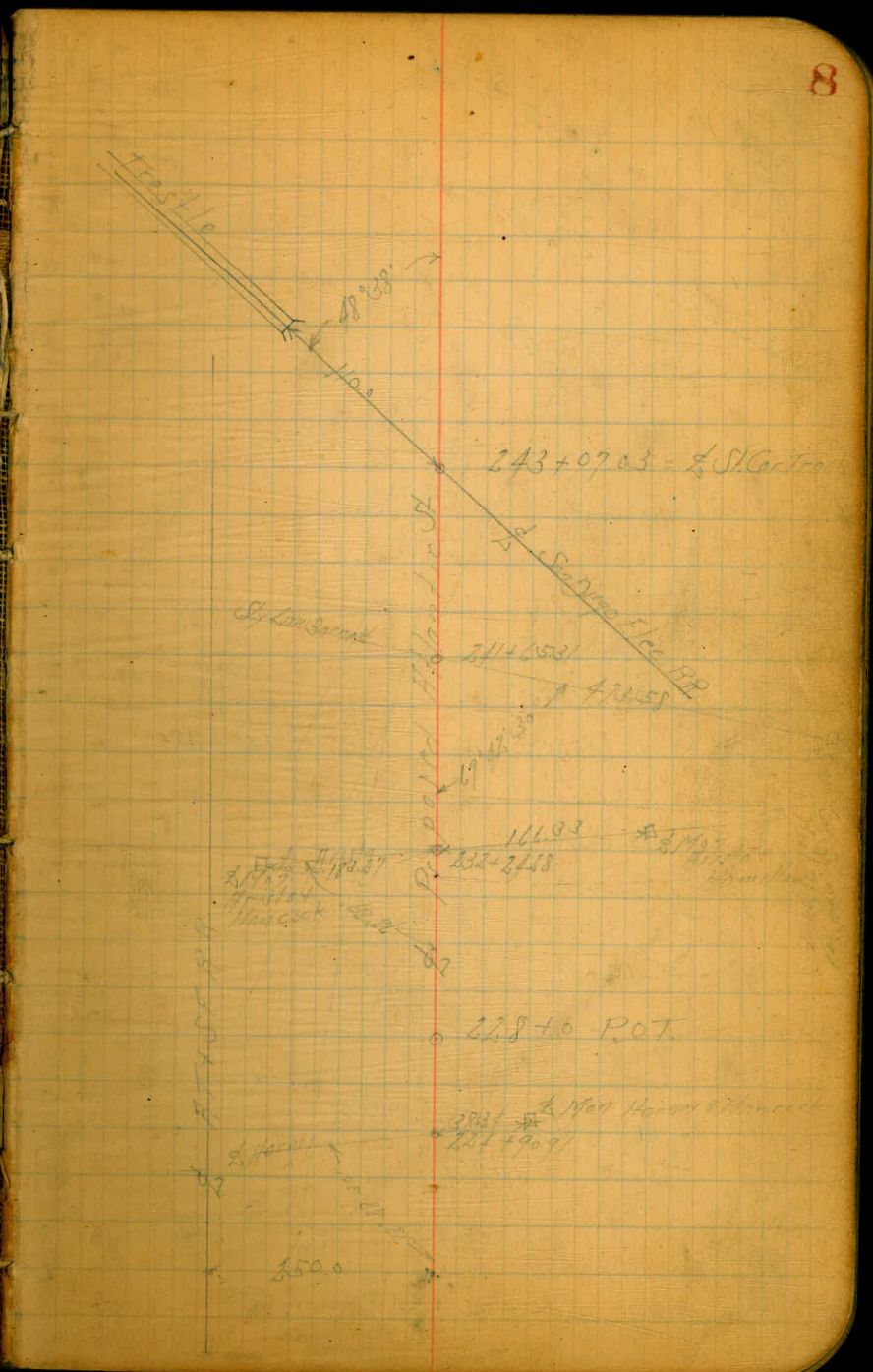
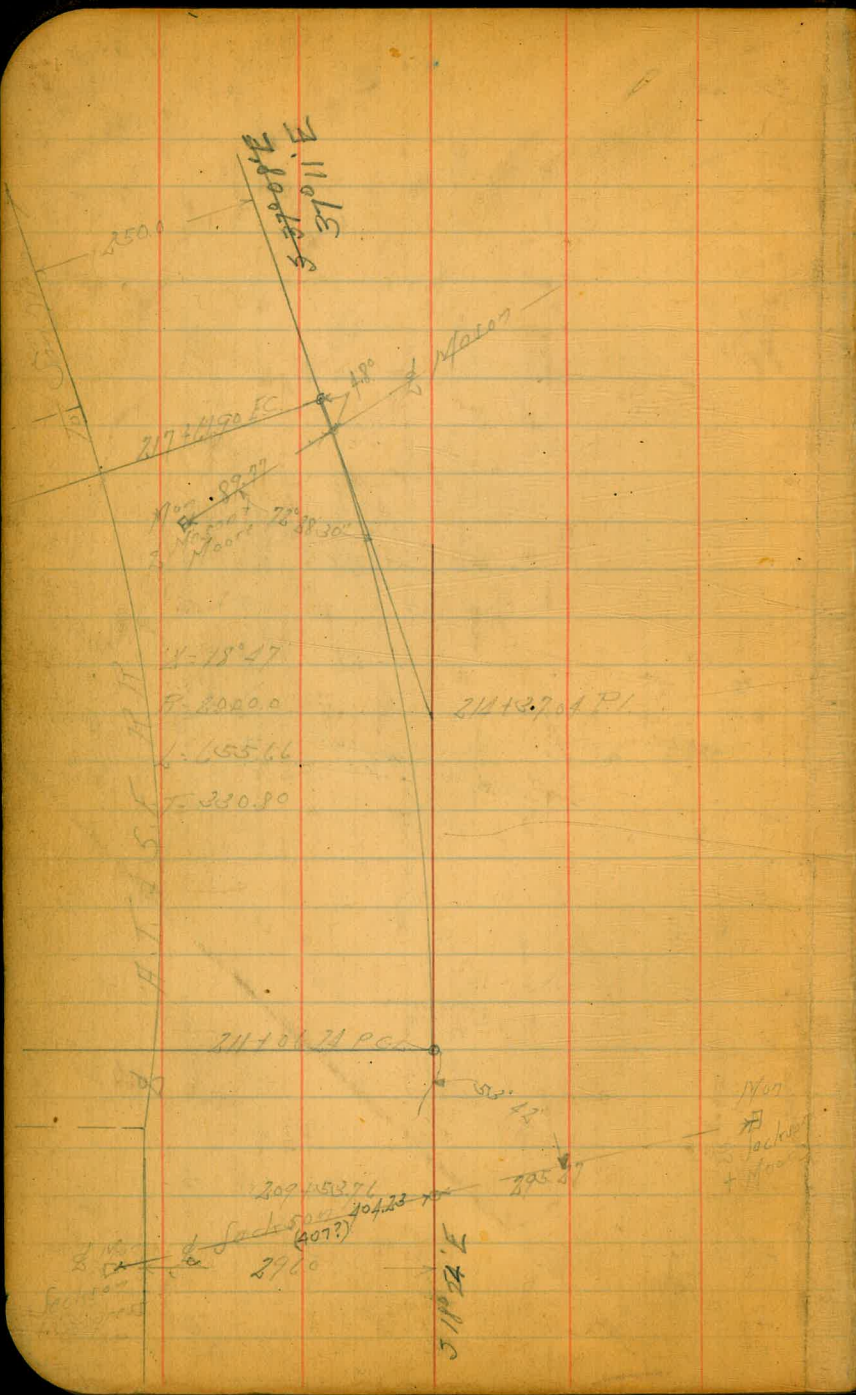
16110 P.O.T.
53° 19' 30"
6209
P.L. 267

Proposed Atlantic Co.

187307



18910 P.O.T.



Atlookic St

Estadillo

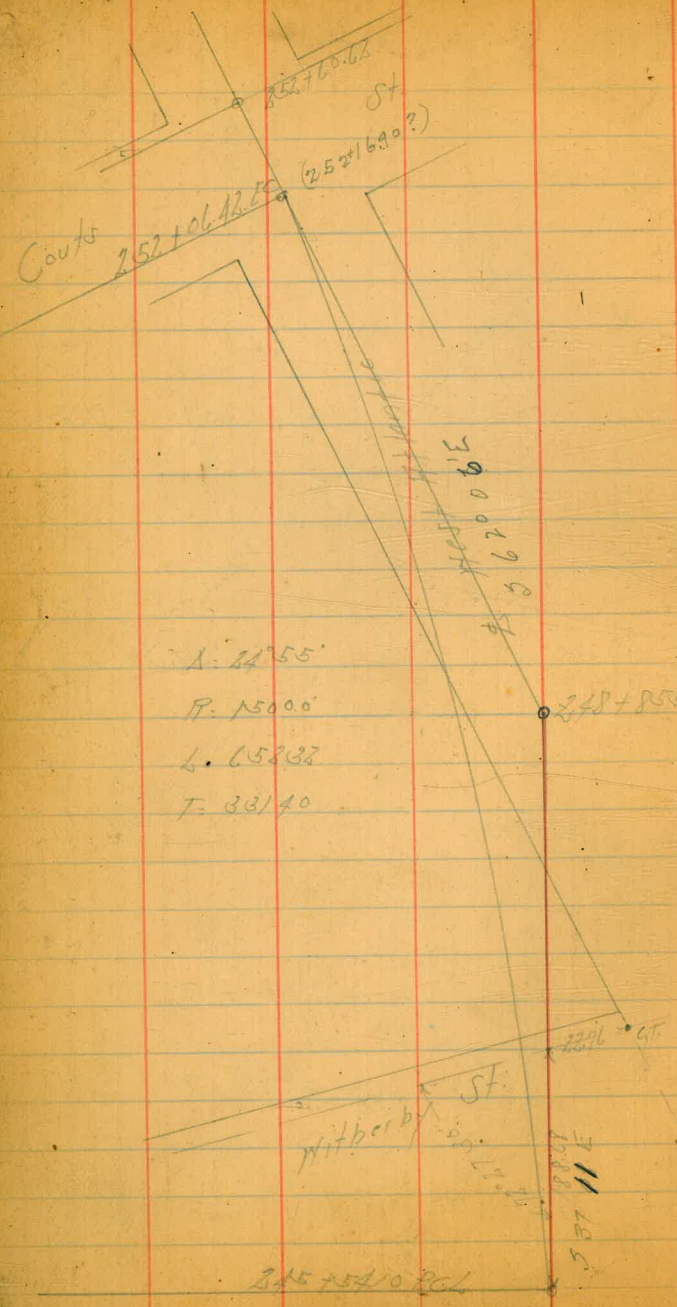
Mt 1964

Bardini

Atlookic

phct

260721/25



- A. 24°55'
- P. 15000'
- L. 65232'
- T. 33/40

Clayton

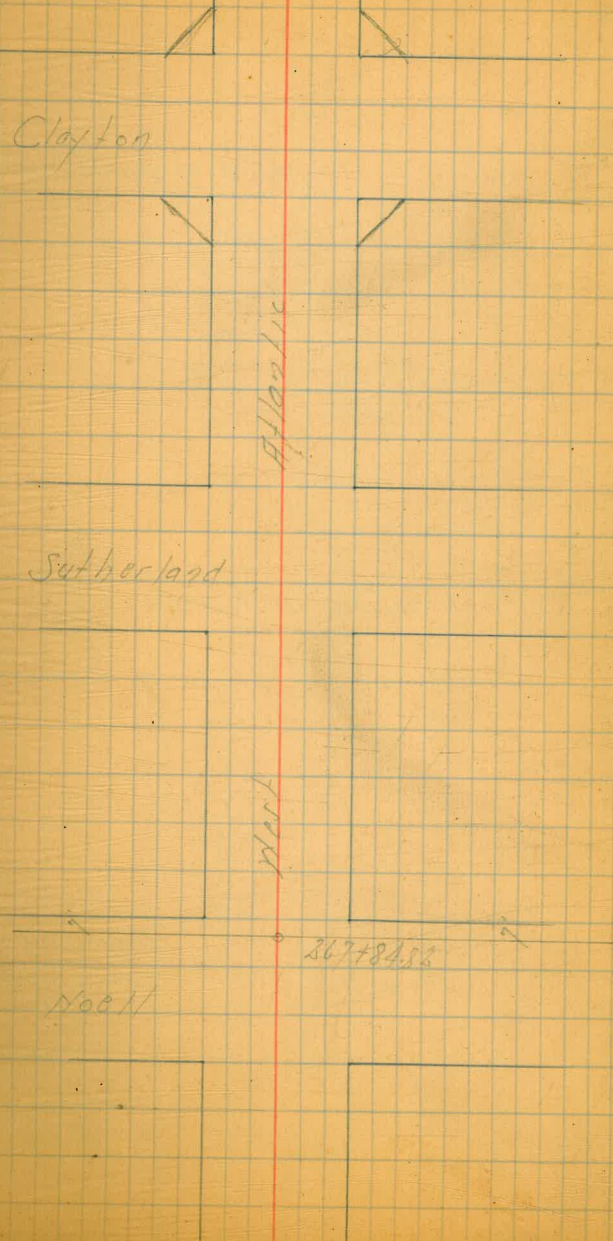
Atlantic

Sutherland

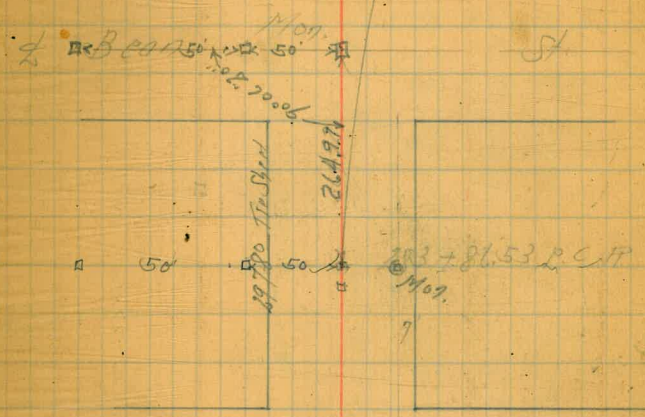
West

267+84.52

Nov 11



Atlantic St.



Emory Mon 75 45



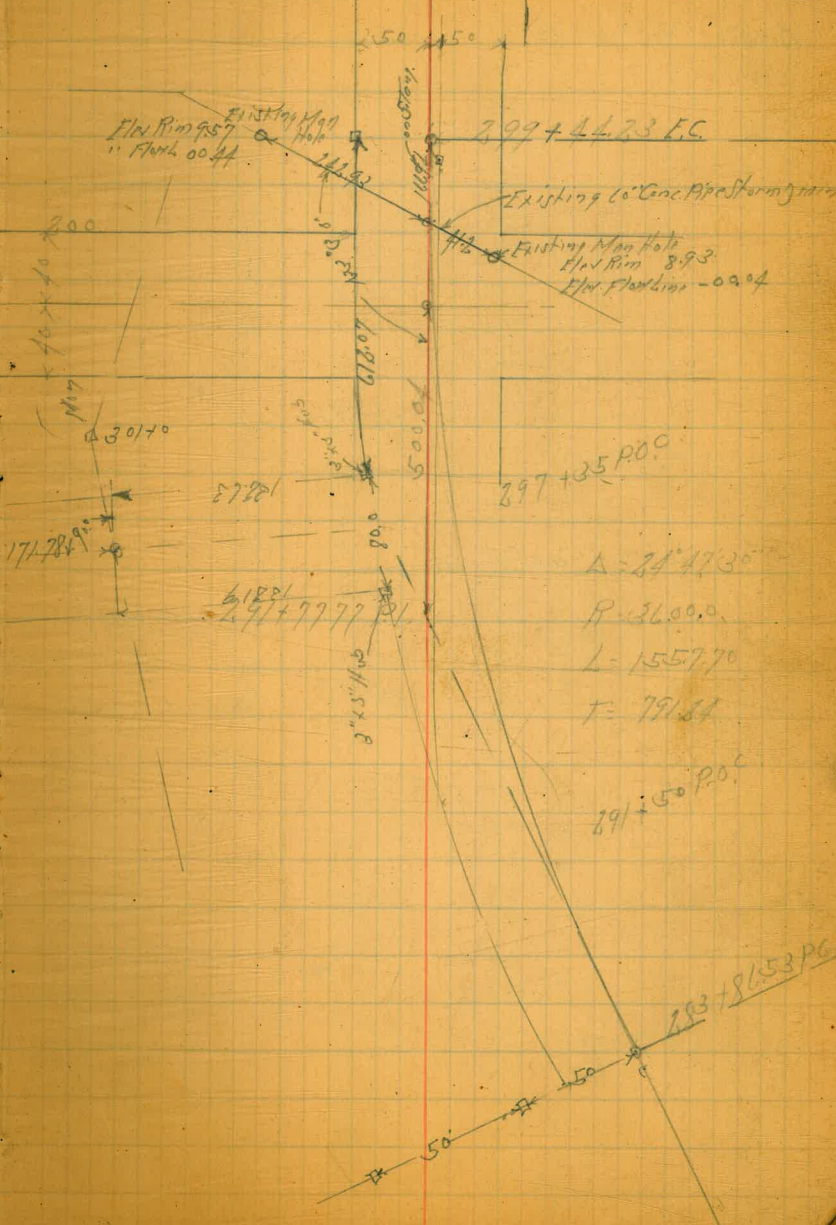
Horsby

Mark

St
75
Upas St

Via St

March 2037
California
15x50



A = 24' 17.35"
P = 36.00.0
L = 1557.70
T = 791.84
291 + 50.00

$\Delta = 3' \times 3'$ Red Wood Hubs

Spruce

Mon

Sassafras

Thorn



Atlantic St.

13

30910 P.O.T.

ST

Atlantic

(304+545)

ST 90

0118 M. Stake Guard
Elev 18.37

(303+7419)

Moved to 50' N of 11.
Sassafras
Same Elev 18.37

(380.5)

Prepared

ST

90

(299+9355)

299744232.C

Palm

Mon

10 20 30 40 50 60 70 80 90

St

75

Mon

Quince

40 40

California

Redwood

Mon

10 20 30 40 50 60 70 80 90

25 25

200

10 20 30

50 50

315 + 56 25 POT

316 + 16 25

312 + 16 25

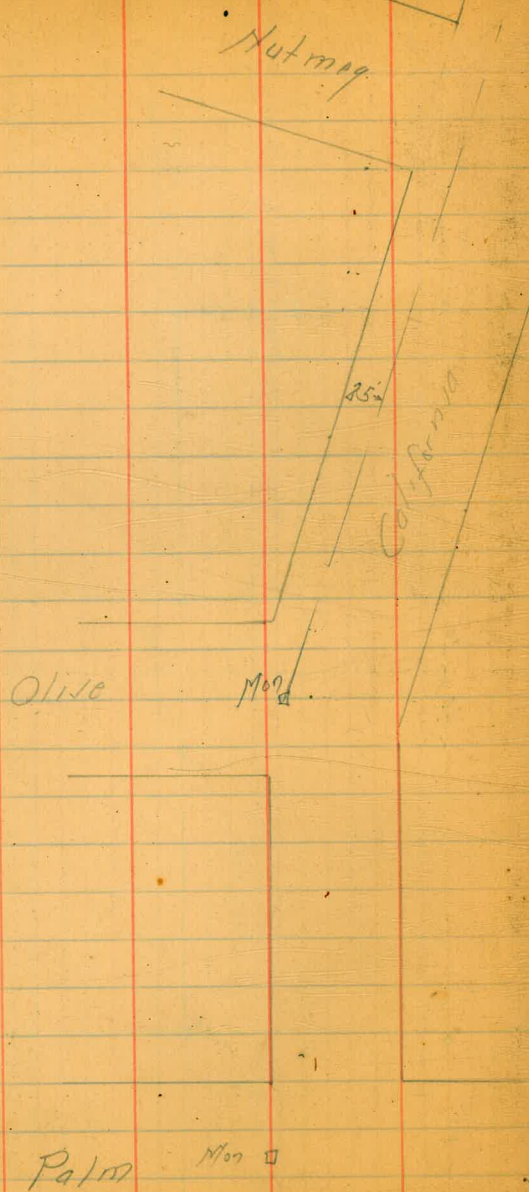
(311 + 36 25)

8' x 8' 1/2

Atlantic

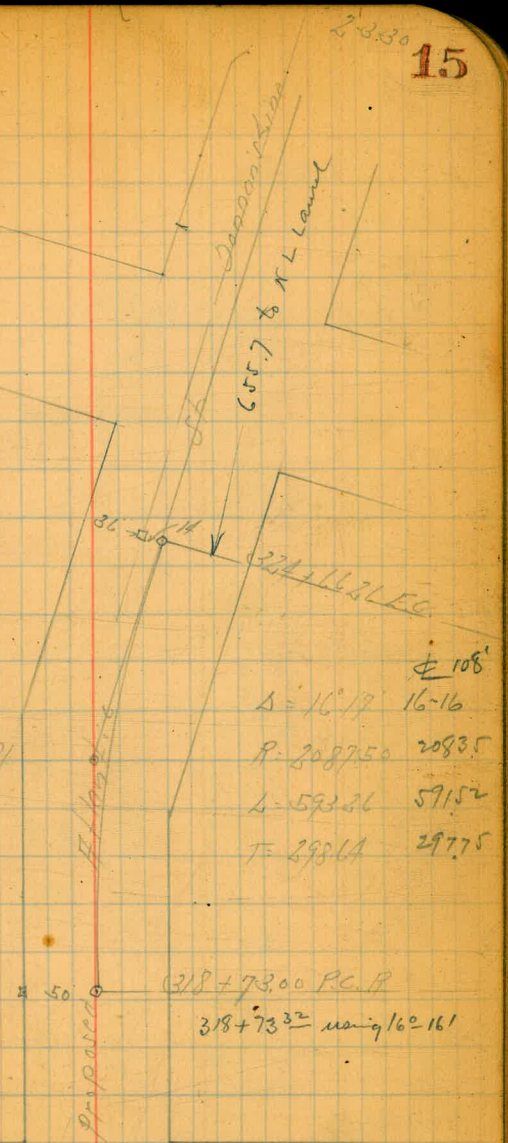
St

80



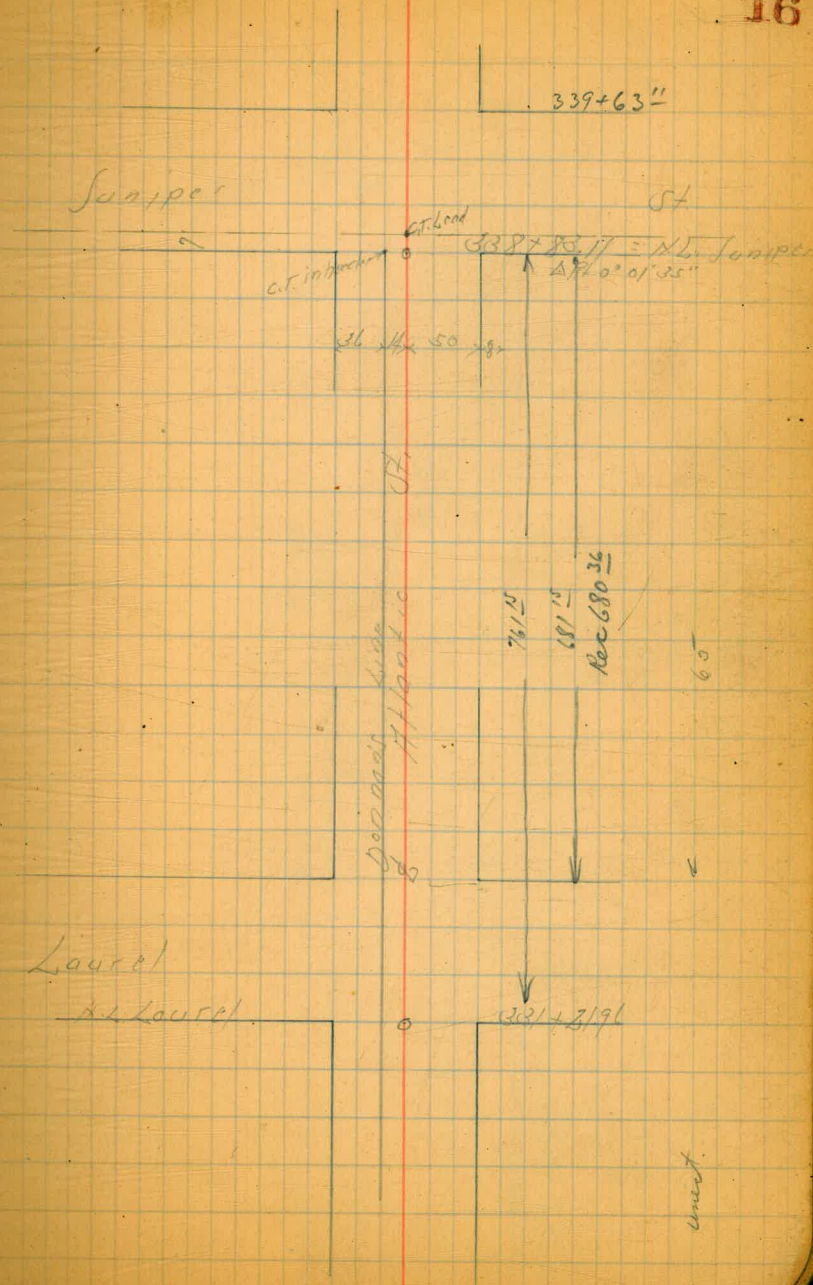
See Book 1332
Page 8 for Curve

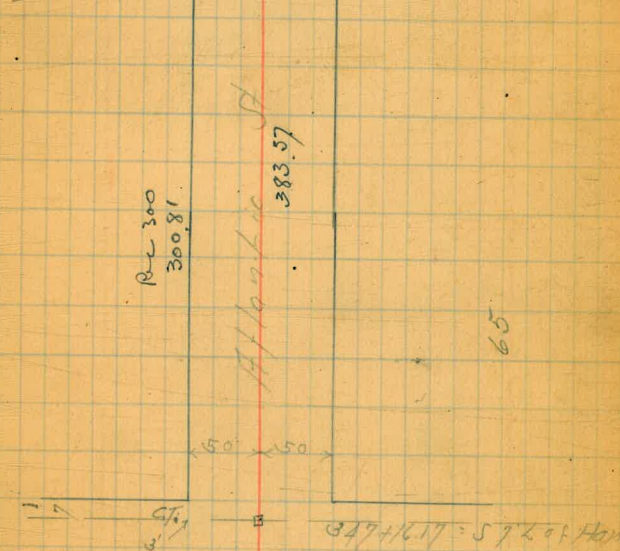
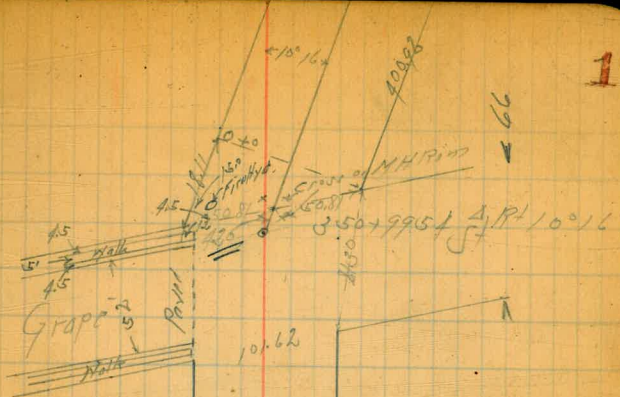
321+79/6491



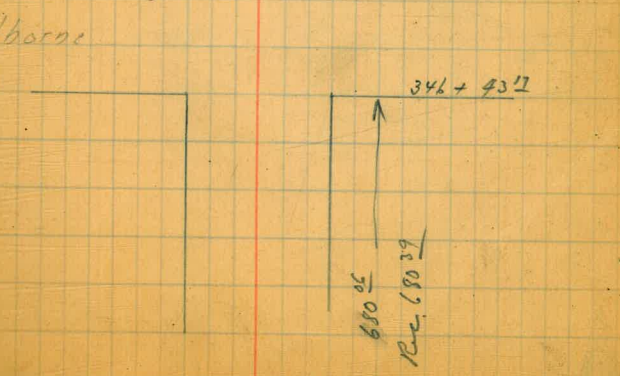
$\Delta = 16.19$	$\pm 108'$
$R = 208750$	20835
$L = 59326$	57152
$T = 29864$	29775

318+73.00 P.C. P.
318+73.32 mag 162-161

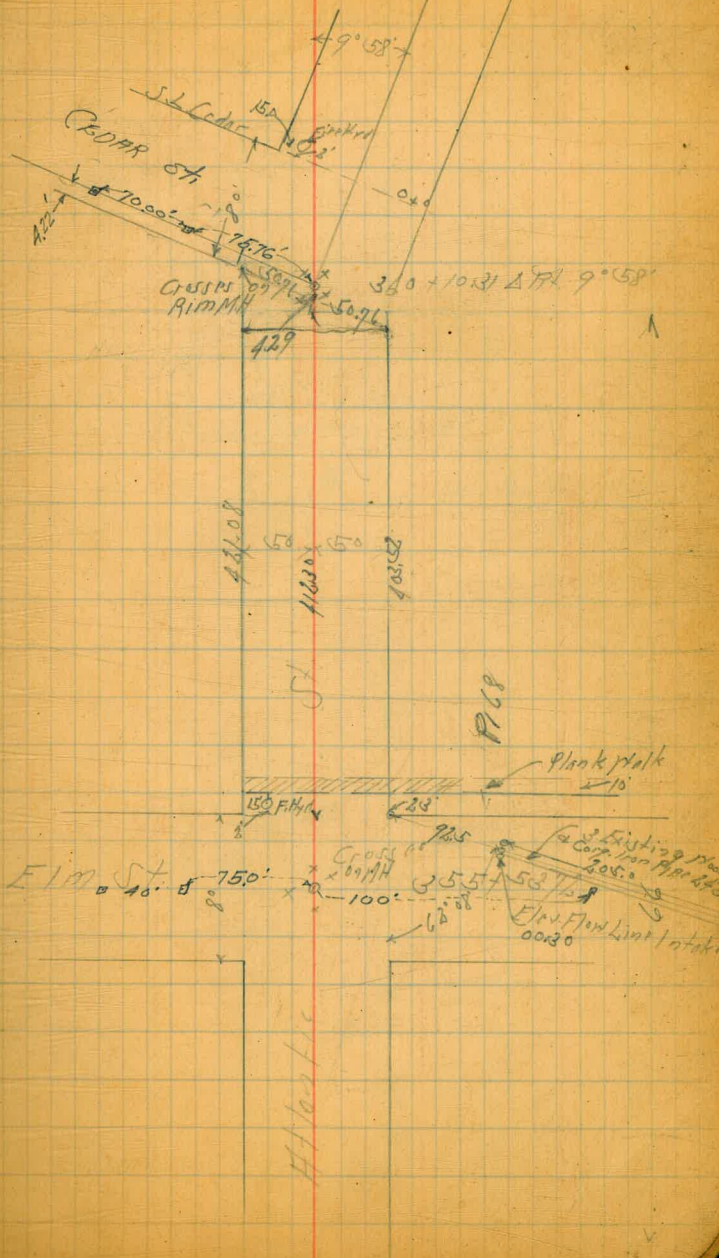




Hornbore



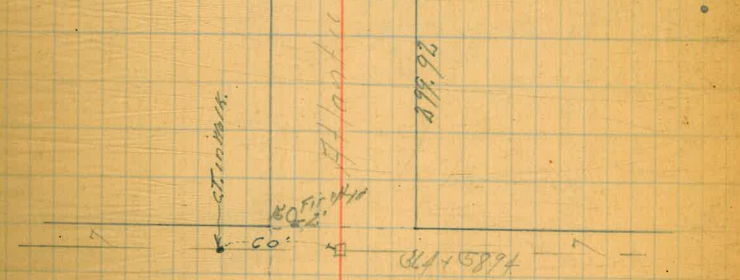
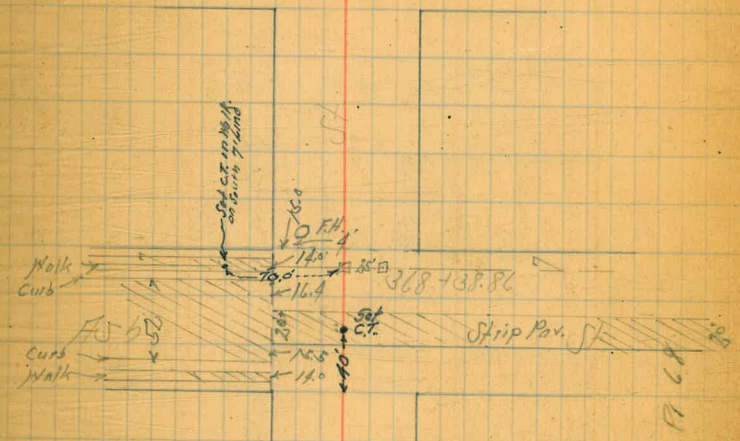
8000



↙
Z
↘



A C ST

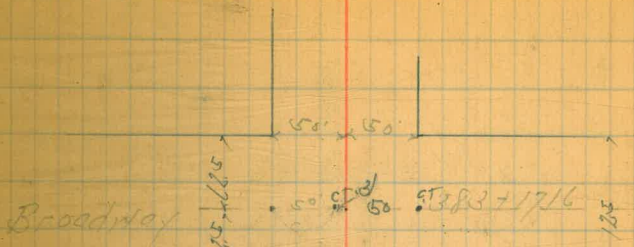


Beach Pavd S

50 x 50
299.92

299.92

108
12
12
132

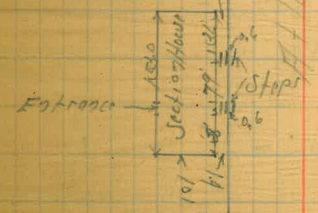


Existing
Do. Case
43 x 63
63

old Post Office
37541566

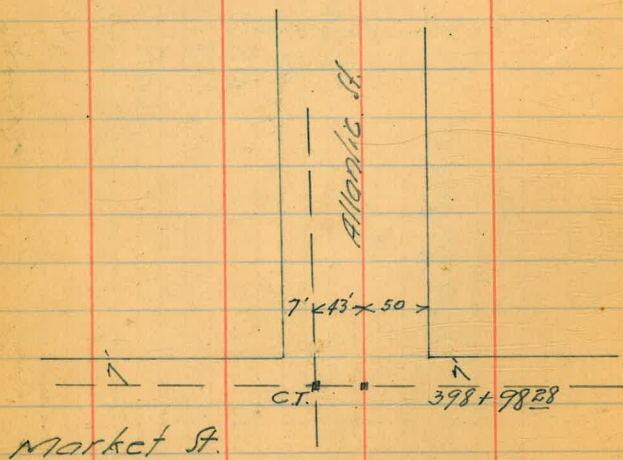
33152, M.H.
3162, M.H.
H. Roads
Flork. 341

Flork. 333
Flork. 325



A St

Pl. 48



Profile 70

G ST

F ST

E ST

D ST

Allen's St

Potatoes - Peas
 Straight from Truck
 to Broadway to Park
 500' x 1/2' x 1/2' of
 Market St

Profile 70

386 + 8777

Sewer Laterals cont. from
page 68.

Lot # 39 45' long

				Grade	Cut
25'E 4'S	1386	487	899	530	369
45'E 4'S		383	1003	570	433
Main				447	

Lot # 40

25'W 4'S	1386	519	867	527	340
50'W 4'S		585	801	577	224
Main				447	

Lot # 41

25'E 4'S	1386	445	941	487	454
50'E 4'S		321	1065	537	528
Main				407	

Lot # 42

25'W 4'S	1386	471	915	495	420
50'W 4'S		552	834	545	289
Main				407	

Lot # 43

25'E 4'S	1386	462	924	550	374
50'E 4'S		331	1056	600	455
Main				367	

Lot # 44

25'W 4'S	1386	457	929	455	474
50'W 4'S		529	857	505	352
Main				367	

Lot # 45
1496

	Grade	Cut
	575	527
	625	456
	495	
	1102	575
	1081	625
	394	495
	415	625
	1496	495
25'E 4'S		
50'E 4'S		
Main		

Lot # 46

	579	342
	578	293
	1496	575
	578	625
		495
25'W 4'S		
50'W 4'S		
Main		

Atlantic St. Sewer laterals
Grape St to Bear.

	Lot # 47			Grade	Cut
25'E 4'S	1496	233	1763	525	738
50'E 4'S		183	1313	575	738
Main				445	

	Lot # 48			Grade	Cut
25'W 4'S	1496	539	957	525	432
50'W 4'S		642	854	575	279
Main				445	

	Lot # 49			Grade	Cut
25'E 4'S	1496	364	1132	475	657
50'E 4'S		373	1173	525	648
Main		364	1132	395	

	Lot # 50			Grade	Cut
25'W 4'S	1496	491	1005	475	530
50'W 4'S		518	978	525	453
Main				395	

	Lot # 51			Grade	Cut
25'E 4'S	1247	779	1018	385	633
50'E 4'S		704	1043	435	608
Main				305	

	Lot # 52			Grade	Cut
25'W 4'S	1247	256	991	385	606
50'W 4'S		269	978	435	543
Main				305	

	Lot No 53	EI	Grade	Cut
25'E 4'S	1247	247	335	665
50'E 4'S		225	385	637
Main			255	

	Lot No 54		Grade	Cut
25'W 4'S	1247	320	335	592
50'W 4'S		309	385	553
Main			255	

	Lot No 55		Grade	Cut
25'W 4'S	1247	433	285	529
50'W 4'S		515	335	397
Main			205	

Proposed Highway 51

Line Change

35+55.01 to 77+41.15

(See pg 5.)

7/10/80
S. W. Jones
J. A. Dier
H. B. Dier
O. B. Dier
24

77+41.15 E.C. = 78+41.00 Road

$\Delta = 28^{\circ} 52' 30''$

$R = 3523.72$

78+00 P.O.C. $L = 1775.83$

$T = 907.25$

59+65.33 P.C.P.

18+59.11 E.C.

$\Delta = 21^{\circ} 51' 30''$

$R = 3000.0$

41+50 P.O.C. $L = 1304.20$

$T = 648.55$

35+55.01 P.C.P.

Atlantic St. Grader

1087 M²
8'60"

Copy

	N	
NL Spruce	7.90	
50'N	8.05	
100'N	8.20	
150'N	8.35	
200'N	8.50	
250'N	8.65	
300'N - S.L. Sassafras	8.80	

F	
8.80	BM 893 ^{13.31} ^{13.31} ^{13.31}
8.35	13.31
8.50	13.31
8.65	13.31
8.80	13.31
8.95	13.31
9.10	BM 1432 ^{13.31} ^{13.31} ^{13.31}

F	8.80	8.35	8.50	8.65	8.80	8.95	9.10
	4.7	4.1	4.8	4.7	4.5	4.4	4.8
	4.8	4.9	5.0	5.1	5.1	5.1	4.9
	-0.1	-0.3	-0.2	-0.5	-0.3	-0.4	-0.7
N	7.90	8.05	8.20	8.35	8.50	8.65	8.80
	5.0	4.9	4.7	5.0	4.8	4.7	4.5
	5.4	5.3	5.1	5.4	5.6	5.4	5.2
	-0.4	-0.4	-0.4	-0.4	-0.8	-0.7	-0.7

NL Sassafras	8.80
50'N	8.65
100'N	8.50
150'N	8.35
200'N	8.20
250'N	8.05
300'N - S.L. Thorn	7.90

9.10	
8.95	13.10 N
8.80	13.10
8.65	13.10
8.50	13.10
8.35	13.10
8.20	13.10

F	9.10	8.95	8.80	8.65	8.50	8.35	8.20
	4.7	4.7	4.5	4.7	4.8	5.0	5.1
	4.8	5.0	5.1	5.2	5.2	4.9	5.0
	-0.6	-0.6	-0.7	-0.5	-0.1	+0.1	+0.1
N	8.80	8.65	8.50	8.35	8.20	8.05	7.90
	4.5	4.7	4.8	5.0	5.1	5.3	5.4
	4.9	5.1	5.3	5.6	5.5	5.4	4.9
	-0.4	-0.4	-0.5	-0.6	-0.4	-0.1	+0.5

BM	11.10	16.80
BM		3.35

5.70	Mon 2
13.45	Brax #1000
	Mon 09/11
	7.10
	Sto 30
	13.49

East of
Atlantic
19.68
9.01
10.67

Atlantic St. Grader

108' wide

at 100 ft
17092

Copy

N Sta.	Per H. 48528	H Grader	East Sta	E Grader
N.L. Thorn		7.90	N.L. Thorn	8.20
49.45' N PC		8.05	49.45' N PC	8.35
97.98' N	0° 22' 33"	8.20	99.45' N	8.50
146.51' N	0:47-01	8.35	149.45' N	8.65
195.03' N	1-10-39	8.50	199.45' N	8.80
243.56' N	1-34-12	8.65	249.45' N	8.95
292.09' N	1-57-42	8.80	299.45' N	9.10
340.62' N	2-11-15	8.94	349.45' N	9.24
389.15' N	2-44-48	9.09	399.45' N	9.39
437.67' N	2-08-31	9.24	449.45' N	9.54
486.20' N	3-31-54	9.39	499.45' N	9.69
534.73' N	3-55-27	9.54	549.45' N	9.84
583.26' N	4-19-00	9.69	599.45' N	9.99
595.45' N	4-24-55	9.73	612.07' N	10.03
673.07' N	5-02-35	9.96	692.07' N	10.26
683.29' N	5-07-35	10.00	702.63' N	10.30
731.82' N	5-31-08	9.86	752.63' N	10.16
780.35' PC	5-54-41	9.71	802.63' N	10.01

F	8.20	8.35	8.50	8.65	8.80	8.95	9.10	9.24	9.39	9.54
	5.7	5.6	5.4	5.3	5.1	5.0	4.8	4.7	4.5	4.2
	5.8	5.3	5.3	5.4	5.6	5.6	5.2	5.1	4.8	4.8
	-0.1	+0.3	+0.1	-0.1	+0.5	-0.6	-0.4	-0.4	-0.3	-0.4
H	7.90	8.05	8.20	8.35	8.50	8.65	8.80	8.94	9.09	9.24
	6.0	5.9	5.7	5.6	5.4	5.3	5.1	5.0	4.8	4.7
	5.7	5.6	5.6	5.6	5.6	5.3	5.2	5.2	5.2	5.2
	+0.3	+0.3	+0.1	-0.0	-0.2	0.0	-0.3	-0.3	-0.6	-0.5
H	9.69	9.84	9.99	10.03	10.21	10.26	10.16	10.01		
	4.3	4.1	4.0	3.9	3.7	3.6	3.8	3.8		
	4.8	4.4	4.4	4.7	4.5	4.5	4.4	4.5		
	-0.5	-0.5	-0.6	-0.8	-0.8	-0.9	-0.6	-0.6		
H	9.39	9.54	9.69	9.73	9.96	10.00	9.86	9.71		
	4.6	4.4	4.3	4.3	4.0	3.9	4.1	4.2		
	5.0	5.0	5.0	5.2	4.1	4.6	4.9	4.8		
	-0.4	-0.6	-0.7	-1.0	-0.8	-0.7	-0.8	-1.4		

8M 10.67
13.36
13.36
10.67
13.36
13.36

Atlantic St. Grad'n

108. Wide

6-2-30
5:55
28

N.L. Sta	N. Grad'n	Earl Sta	E Grad'n
780.357 ^{10.53} Poc. 5-51-4	971	802.637	10.01
838.887	6-18-14 951 ✓	852.63	9.81 ✓
877.417	6-41-47 941	902.63	9.72
925.947	7-05-20 921	952.63	9.57
974.477	7-28-53 912 ✓	1002.63	9.42 ✓
1023.007	7-52-26 897	1052.63	9.27
1071.537	8-15-59 882	1102.63	9.13
1120.067	8-39-32 867	1152.63	8.99
1168.597	9-03-05 853	1202.63	8.84
1217.127	9-26-38 838	1252.63	8.69
1265.657	9-50-11 827	1302.63	8.55
1277.007 ^{11.35} 9-55-41	820	1317.37 ¹⁴⁷⁴	8.50
1317.00 ^{10.00} 10-15-05	820	1357.37	8.50
1357.00 ^{10.00} 10-34-29	820	1397.37 ¹⁶³¹	8.50
1402.00 ^{10.00} 10-56-19	837	1443.65	8.68
1447.00	11-18-09 8.56	1489.93	8.86
1493.00	11-39-59 8.74	1536.21	9.04
1537.00	12-01-49 8.92	1582.49	9.22
1582.06	12-23-45 9.10	1628.79	9.40

E	986	9.71	9.57	9.41	9.28	9.13	8.99	8.84	8.69	8.55	8.50
	54	56	59	59	60	66	63	64	66	67	68
	58	58	77	78	77	116	112	111	84	76	68
	-0.7	-7.0	-2.0	-4.0	-5.7	-5.5	-4.9	-4.7	-1.8	-0.0	-0.2

N	956	9.41	9.26	9.12	8.97	8.81	8.68	8.53	8.38	8.27	8.20
	57	59	30	29	28	26	25	23	21	21	20
	102	120	44	43	38	33	26	21	15	13	12
	-4.1	-7.1	-4.4	-7.3	-7.8	-7.8	-7.1	-7.7	-7.4	-7.4	-7.2

N	820	820	838	856	874	892	9.10
	20	29	24	23	25	27	
	59	38	32	35	36	37	
	-7.8	-7.9	-11.6	-11.8	-12.7	-11.8	

1717
721
416
349
1335

Atlantic St Grades
Beant to Harastby

75' wide

6-3-30
J. C. B. or
Northway
Osborn 29

	N	F
N.L. Beant St.	820	850
50' N of N.L. Beant	840	870
100' N	860	890
150' N	880	910
200' N	900	930
250' N	920	950
297.80% S.L. Emory	940	970

N.L. Emory	970	1000
50' N of	990	1022
100' N	1010	1045
150' N	1030	1068
200' N - Beant St	1050	1090
250' N	1033	1112
300' N - S.L. Harastby	1016	1125

BM 574
955.9
+2.7
11.08
11.34
6.30
BM 10.34
Harastby
Village

N	820	840	860	880	900	920	940
						6.0	5.8
						6.8	6.8
						0.0	70.5

F	850	870	890	910	930	950	970
	6.8	6.6	6.3	6.1	5.9	5.7	5.5
	4.4	4.3	4.1	4.0	3.9	3.8	3.7
	+2.4	+1.4	+1.2	+1.2	+1.8	+2.5	+3.2

8-4							
N	970	990	1016	1030	1050	1033	1016
	5.5	5.3	5.1	4.9	4.7	4.9	4.4
	4.3	4.1	4.1	4.0	3.9	3.8	3.8
			+0.7	+0.1	-1.0	-0.8	6.83 oncl

F	1000	1022	1045	1068	1090	1112	1125
	5.3	5.1	4.9	4.7	4.5	4.3	4.2
	3.6	3.3	3.2	3.1	3.0	2.9	2.9
	+2.6	+1.8	+1.7	+2.0	+2.0	+1.9	5.00 oncl

Atlantic St Grades
Juniper to Quince

	W. gutter	¢	E.	Flood
0+00 = N. Juniper	9.0	9.22 pave	10.0	Atlantic St Juniper
+06 = cb.ec		9.43	9.78	10.13
0+50	8.79	9.26	9.56	10.38
1+00	8.58	9.20	9.48	10.50
+50	8.37	8.98	9.35	10.63
2+00	8.16	8.75	9.13	10.75
+50	7.95	8.53	8.91	10.87
3+00	7.74	8.30	8.69	10.99
3+43 Brk on East	7.55	8.11	8.50	11.11
+50	7.33	7.86	8.25	11.23
4+00	7.11	7.64	8.01	11.35
+50	6.9	7.47	7.77	11.47
5+00	6.7	7.31	7.60	11.59
+50	6.5	7.15	7.45	11.71
6+00	6.3	7.00	7.30	11.83
+50	6.1	6.85	7.15	11.95
+75 = cb.ec		6.70	7.00	12.07
+81 = S.L. Laurel		6.55	6.85	12.19
7+21 = Q Laurel		6.40	6.70	12.31
7+61 = N.L. Laurel		6.25	6.55	12.43
8+11		6.10	6.40	12.55
+61		5.95	6.25	12.67
9+11		5.80	6.10	12.79
9+61		5.65	5.95	12.91
10+11		5.50	5.80	13.03
+61 = S.L. Maple		5.35	5.65	13.15
11+01 = E Maple		5.20	5.50	13.27

0.00423 per ft

0.0049

0.01

Flood
Pave
Gutter

W.	7.2	7.8	8.4	9.0	9.6	10.2	10.8	11.4	12.0	12.6	13.2	13.8	14.4
E	6.5	7.1	7.7	8.3	8.9	9.5	10.1	10.7	11.3	11.9	12.5	13.1	13.7
W.	6.8	7.4	8.0	8.6	9.2	9.8	10.4	11.0	11.6	12.2	12.8	13.4	14.0
E	6.1	6.7	7.3	7.9	8.5	9.1	9.7	10.3	10.9	11.5	12.1	12.7	13.3
W.	7.1	7.7	8.3	8.9	9.5	10.1	10.7	11.3	11.9	12.5	13.1	13.7	14.3
E	6.4	7.0	7.6	8.2	8.8	9.4	10.0	10.6	11.2	11.8	12.4	13.0	13.6
W.	7.0	7.6	8.2	8.8	9.4	10.0	10.6	11.2	11.8	12.4	13.0	13.6	14.2
E	6.3	6.9	7.5	8.1	8.7	9.3	9.9	10.5	11.1	11.7	12.3	12.9	13.5

00438

00678

0049

SURGEON
HARDY
KANEV
MADSON

Curb Station 7.5-30

BM 10.18
NEEP
8 of 4
Atlantic
12.11
6.11
6.97
6.14
13.41
11.80
6.97
18.77
17.38
SPECIAL
HILDED
TRIGON
SCHOOL
17.3

	W.	N.	E.
11+41 = N.L. Maple	11.8	12.3	12.8
+91	12.31	12.81	13.31
12+41	12.82	13.32	13.82
+91	13.32	13.82	14.32
13+41	13.83	14.33	14.83
+91	14.34	14.84	15.34
14+41 = P.C.	14.45	14.94	15.44
	14.6	15.1	15.6

Sec page 33

St Nutmeg	14.8	15.3	15.8
"	14.9	15.4	15.9
"	15.0	15.5	16.0
1	+0.3	+0.4	
2	+0.5	+0.4	
3	+0.3	+0.4	
4	+0.4	+0.6	
5	+0.6	+0.6	
6	+0.6	+0.5	15.1
7	+0.6	+0.6	16.3
8	+0.7	+0.7	
9	+0.7	+0.6	2.10
10	+0.8	+0.6	15.1
11	+0.7	+0.7	
12	+0.6	+0.8	
13	+0.7	+0.8	
14	+0.6	+0.6	

W.	11.8	12.3	12.8	13.3	13.8	14.3	14.6	14.8	14.9	15.0
	2.14	2.14	1.7	1.4	0.9	6.2	5.9	5.7	5.6	5.5
	1.2	1.1	1.3	1.3	0.8	2.2	2.0	1.7	1.6	1.5
	1.9	1.0	0.4	0.1	-0.1	-0.1	-0.1	-0.2	-0.3	-0.3
N.	12.3	12.9	13.3	13.8	14.3	14.8	15.1	15.3	15.4	15.5
	2.4	1.9	1.4	0.9	0.4	0.7	0.4	0.2	0.1	0.0
	2.2	1.6	1.2	0.7	0.2	0.5	0.2	0.1	0.0	0.0
	1.0	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
E.										
W.	14+05	14.4								
			W							
			N							
			E							



15	W. 10.5	2 + 0.3	E	14.84
16	+ 0.5	+ 0.3		14.84 + 0.8 4.43 13.25 + 0.20 9.05 6.13 15.18 10.0 11.14 8.15 17.29 3.95 15.34 5.42 20.76 3.62 17.14
17 = SL Palm	14.0	14.0	15.0	
1				
2				
3	13.6	13.8	14.0	
E.C.	13.4	13.8	14.21	
1 27.75	13.1	13.3	13.53	
4	12.6	12.82	13.07	
5 505	12.1	12.34	12.60	
4	11.6	11.86	12.14	
5	11.1	11.38	11.67	
6 SL Quince	10.6	10.9	11.2	
23+9996	F0.2	F0.2		
N.L. Quince 0+00	10.2	10.5	10.8	
	F0.1	F0.1		
+50	10.0	10.27	10.55	
	0.0	F0.2		
+100	9.8	10.05	10.30	
+30	F0.2 9.74	99.8 F.7	10.23	
+50				
2+100				
450				
3+00 = SL Redwood				

See page 25

Upper Grading Begins
at 130' North of N line of Quince

W. 14.8	13.6	13.4	13.1	12.6	12.1
14.8 + 0.3 3.8 10.6 + 0.3 + 0.3 + 0.2 + 0.2	6.2 7.1 6.7 10.2 + 0.4				
E 14.5	13.8	13.8	13.3	12.8	12.3
14.5 + 0.2 6.0 5.7 10.3 + 0.2 + 0.1 + 0.1 + 0.1	6.7 6.6 10.1	6.7 6.8 -0.1			
W 11.6 11.1	10.6	10.2	10.0	9.8	
11.6 + 0.2 11.8	10.6 + 0.2 10.8	10.2 + 0.2 10.4	10.0 + 0.1 10.1	9.8 + 0.2 10.0	
E 11.9 11.4	10.7	10.6	10.3	10.0	
11.9 + 0.2 12.1	10.7 + 0.2 10.9	10.6 + 0.2 10.8	10.3 + 0.1 10.4	10.0 + 0.2 10.2	

Stations on East Line

Grade Change from 40' S of S.L. Notweg to S.L. Quince

Station	W.	E.	Station
14+02 ²¹			14+02 ²¹
(S.L. Notweg - 40) Brk x	14.4	14.9	14+16 ²
P.C. 14+16 ²	14.45	14.94	14+42 ²¹
SL 14+42 ²¹	14.53	15.02	14+82 ²³
14+82 ²³	14.66	15.15	14+82 ²³
14+82 ²³	14.79	15.28	15+22 ²⁸
15+22 ²⁸	14.87	15.37	15+53 ¹⁷
15+53 ¹⁷	14.94	15.44	15+75 ⁹²
15+75 ⁹²	15.07	15.51	15+98 ⁶⁶
15+98 ⁶⁶	15.08	15.58	16+21 ⁴¹
16+21 ⁴¹	15.15	15.65	16+44 ¹⁵
16+44 ¹⁵	15.22	15.72	16+66 ⁸⁰
16+66 ⁸⁰	15.30	15.80	16+89 ⁵⁴
16+89 ⁵⁴	15.21	15.67	17+12 ³⁹
17+12 ³⁹	15.11	15.54	17+35 ¹³
17+35 ¹³	15.02	15.42	17+57 ⁸⁸
17+57 ⁸⁸	14.93	15.29	17+80 ⁶²
17+80 ⁶²	14.84	15.17	18+03 ³⁷
18+03 ³⁷	14.74	15.04	18+26 ¹¹
18+26 ¹¹	14.65	14.92	18+48 ⁸²
18+48 ⁸²	14.56	14.79	18+71 ⁶⁰
18+71 ⁶⁰	14.46	14.66	18+94 ³⁴
18+94 ³⁴	14.38	14.53	19+17 ⁸
19+17 ⁸	14.3	14.43	19+40 ²⁵
19+40 ²⁵	14.2	14.3	19+62 ⁵²
19+62 ⁵²	13.97	14.07	19+85 ³⁴
19+85 ³⁴	13.83	14.18	20+00 ³⁹
20+00 ³⁹	13.93	14.04	

W	14.4	14.6
	5.2	5.0
	40.0	40.0
E	14.9	15.1
	6.7	7.0
	40.0	40.0

7-6-36

2019
 BM 1731
 288
 80197
 8061
 13550
 1.17
 15.52

HT Palm
 S F Pt PC 14.73
 " 14.9
 Prop 14.87
 N E Pt PC 13.98
 " 14.10
 Prop 14.32

East Stations				West Stations	
20+23 ⁵⁵ EC		13.58	13.70	E	EC 89
+ 23.25 = EC	+ .16	+ 0.1	+ 0.0	13.82	19+92 ⁸⁹
+ 30 20+50 ²⁹		13.29	13.43	13.56	20+1973
		+ 0.3	+ 0.0	1309	20+69 ⁷³
1+00 21+00 ²⁹		12.75	12.92	12.62	21+19 ⁷²
		+ 0.3	- 0.1	12.75	21+69 ⁷²
+ 50 21+50 ²⁹		12.21	12.42	11.68	21+69 ⁷²
		+ 0.4	+ 0.2	11.68	22+19 ⁷³
2+00 22+00 ²⁹		11.68	11.91	11.68	22+19 ⁷³
		+ 0.2	+ 0.0	11.2	22+69 ⁹²
+ 50 22+50 ²⁹		11.14	11.41		
		+ 0.3	10.0		
23+00 ⁶²		+ 0.2	10.9		
3+00 - S.L. Quince		10.6			
+ 80 = N.L. Quince					
+ 50					
1+00					

See page 33 for grades & in this case

End of Work 130' North of Mark
Line of Quince

B.M. Tele. pole	1.64	17.80		1616
B.M. hub. S' offset	1.15	12.55	640	1140

Atlantic Curb Station

T-bar to End of Curve of Brown St.

NL Sta		N Grade	EL Sta	E Grade	
NL T-bar		7.90	NL T-bar	8.20	
49.45 N.P.C.		8.05	49.45	8.35	+
73.71 N	11-46	8.12	74.45	8.42	
97.98	23-38	8.20	99.45	8.50	
122.24	35-19	8.27	124.45	8.57	
146.51	47.05	8.35	149.45	8.65	
170.77	58.52	8.42	174.45	8.72	
195.03	1-10-38	8.50	199.45	8.80	
219.29	1-22-25	8.57	224.45	8.87	
243.54	1-34-11	8.65	249.45	8.95	
267.80	1-46-58	8.72	274.45	9.02	
292.09	1-57-44	8.80	299.45	9.10	
316.34	2-09-30	8.87	324.45	9.17	
340.62	2-21-17	8.94	349.45	9.24	
364.89	2-33-03	9.01	374.45	9.31	
389.15	2-44-50	9.09	399.45	9.39	
413.42	2-56-36	9.16	424.45	9.46	
437.68	3-08-23	9.24	449.45	9.54	
461.94	3-20-09	9.31	474.45	9.61	
486.21	3-31-56	9.39	499.45	9.69	
510.47	3-43-42	9.46	524.45	9.76	
534.73	3-55-29	9.54	549.45	9.84	
559.00	4-07-15	9.61	574.45	9.91	
583.26	4-19-02	9.69	599.45	9.99	
595.45	4-31-57	9.73	605.84 C.P.C.	10.01	

.0029

Curb Return

W.L. Sta	Date	W. Grade	E.L. Sta	E. Grade
621.32	4-37-30	9.81		
647.19	4-56-03	9.89		
673.07	5-02-36	9.96		
683.29 - 84	5-07-33	10.00	702.63	10.3
707.55	5-19-19	10.93		
731.82	5-31-05	9.86		
756.09	5-42-52	9.78		
780.35	5-54-38	9.71		
804.62	6-06-25	9.63		
829.88	6-18-11	9.56		
853.15	6-29-58	9.48		
877.41	6-41-45	9.41		
901.68	6-53-31	9.33		
925.94	7-05-18	9.26		
950.20	7-17-04	9.19		
974.47	7-28-51	9.12		
998.73	7-40-37	9.05		
1023.00	7-52-24	8.97		
1047.26	8-04-10	8.89		
1071.53	8-15-57	8.82		
1095.79	8-27-43	8.75		
1120.06	8-39-30	8.68		
1144.32	8-51-16	8.60		
1168.59	9-03-03	8.53		
1192.85	9-14-49	8.45		

-0029

Break

.0029

NL Sta	Day	HL Graden	FL Sta	L Graden
12 17.12	9-26-36	8.38		
12 41.38	9-28-22	8.33		
12 65.65	9-30-09	8.27		
12 77.40	9-30-55-39	8.20	132344	8 ⁵⁰
12 92.00	10-05-21	8.20		-0029
13 17.00	10-15-03	8.20		
13 37.00	10-24-45	8.20		
13 59.00	10-34-27	8.20	137244	8 ⁵⁰
13 79.50	10-45-22	8.29		
14 02.00	10-56-17	8.38		
14 26.50	11-07-12	8.47		
14 47.00	11-18-07	8.56		
14 69.50	11-29-02	8.65		
14 92.00	11-39-57	8.74		
15 14.50	11-50-52	8.83		
15 37.00	12-01-47	8.92		
15 59.50	12-12-42	9.01		
15 82.06	12-23-45	9.10		

S L Bean

NL Bean

12-14-30
Danner
Bob
Holbeck

6" Sewer Main in Atlantic St
Grape to Ny

BM Grape & Atlantic	588	1247	659
00 Flow line Existing M.H. S line Grape	1112	135	140
00-6' West Existing M.H.	638	609	140
0+50	614	633	165
+80 ⁴¹ N line Grape	561	686	180
1+00	407	840	190
1+30 ⁵⁴ Lot # 55 W	418	829	205
1+50	403	844	215
2+00	319	928	240
2+11 ²² M.H. # 20	312	935	245
2+30.81 Lot # 54 W & 53 E	304	943	255
2+50	318	929	265
3+00	253	994	290
3+31 ⁰⁸ Lot 51 E & 52 W	219	1028	306
+50	205	1042	315
3+81.22 S line Hawthorn			
3+88.22 7' line			
4+00	303	944	340
4+21 ²² M.H. # 19 Δ 0-3'-30" Lt.	278	969	350 (619)
BM	500	1496	996
4+21 ²² M.H. # 19 = 0+00	530	966	350
	576	970	370
	287	1209	395
1+00	494	1002	400
1+50	416	1080	425

Grade Cot.

Grade	Cot.	Grade	Cot.
	579		563
	491		446
	445		424
	450		491
	475		495
	495		500
EI	1024		944
	1013		924
	966		811 (6)
	941		695 (6)
	924		
	811 (6)		
	695 (6)		
	472		
	483		
	530		
	555		
	572		
	685		
	801		
	1496		
	# 47 E		
	# 48 E		
	# 45 E & 46 W		
	D.E.		
	Check on 0+25 Ny st to Belt.		
	Top Existing M.H. in Belt + Ny		
Sta	1+90	2+00	2+50
	2+90	3+00	

Walker
Bliss
Diebert
11-19-30

BENCH MARKS
ON ATLANTIC ST.
From Juniper to Broadway st.

				NE. B.P. Juniper & Atlantic
	4.965	15.065	10.100	
			3.360	11.705
T.P.	3.365	15.595	2.835	12.230
			4.800	10.725
			5.640	9.955
T.P.	2.445	9.030	9.010	6.585
			3.220	5.810
T.P.	2.830	9.110	2.750	6.280
			2.200	6.910
T.P.	3.270	11.095	1.385	7.725
			6.010	5.085
T.P.	4.850	10.100	5.245	5.250
			5.280	4.120
			2.330	7.170
T.P.	5.300	10.090	5.310	4.790
			2.550	7.540
T.P.	5.810	10.090	5.810	4.280
			5.840	4.250
T.P.	4.475	10.645	3.920	6.170
			4.600	6.045
				5.990 = city datum
				.055 = diff.

B.M. S.E. Juniper ^{And} I-ny Large nail in Pole

Temp. B.M. Large Nail in Pole ncb line Hawthorne 10' W of Juniper

B.M. S.E. Brass Plug ATLANTIC ^{AND} HAWTHORNE

B.M. S.E. " " " " GRAPE

Temp. B.M. Large nail in Pole South line Elm Approx 30' E of Atlantic

Temp B.M. Large nail in Pole NE. Cor Cedar ^{And} Atlantic

B.M. Brass Plug S.E. Beech & Atlantic ^{the B.M. is about 7' East of the E.C. Atlantic St}

B.M. " " NE. Ash ^{AND} ATLANTIC

B.M. top Fire Hydr. S.E. A-st. " "

B.M. top Fire Hydr. NE. B-st. " "

B.M. B.P. N.Y. Broadway ^{And} Atlantic St.

B.M. B.P. in Auto Butcher Ft. of Broadway ^{10 Front Municipal Per. Bld.}

7.725
- 5.27

10.995

A-ST

ASH

ATLANTIC

337.58'

Improvement Line
338.40'

50'

50'

80' 42' 50' RP RP

80' 42' 50' RP RP

70.00'

33'

C.T. in Pav.

80'

St.

E

BRASS NAIL
IN PAVING
C.T.

BROADWAY
C.T. in Pav.

40

50'

30.67'

C.T. 50'

50'

50'

30.67'

599.40'

Line

3°01'00"

90°

498.3'

30.67'

42.0'

42.07'

51.97'

25.81'

24.19'

387.98'

Improvement
338.40'

C.T. in Platform

© Nail in Bullhead Freight Depot.

RP 466

B-st.
61.95'

85.00'

42.0'

50.00'

25.81'

24.19'

m

Walker
Bliss
Dobert.
11-20-30

TRADES
ON ATLANTIC ST.
From S.L. Ash St. to N.L. Broadway
For BENCH MARKS - see P-33
" REFERENCE POINTS see P-40

E. Line Stations	E. Line Grades	M. Line Station	M. GRADES
S.L. Ash St = 0+00	3.75	S.L. Ash St = 0+00	4.60
+50	3.62		4.49
1+00	3.50		4.37
+50	3.37		4.25
2+00	3.25		4.14
+50	3.12		4.02
+99.92=N.L. A-st.	3.00	2+99.92=N.L. A-st.	3.90
Q-A-st. S.L. A-st. = 0+00	3.20	Q-A-st. S.L. A-st. = 0+00	4.00
+50	3.40		4.10
1+00	3.67		4.25
+50	3.93		4.40
2+00	4.20		4.55
+50	4.46		4.70
3+00	4.73		4.85
+99.98=N.L. B-st.	5.00	3+00.34=N.L. B-st.	5.00
Q-B-st. S.L. B-st. = 0+00	5.00	Q-B-st. S.L. B-st. = 0+00	5.00
+50	5.00		5.00
1+00	4.83	1+99.90=A 3'01" 1/4	4.71
+50	4.67	1+00	4.42
2+00	4.50	+50	4.13
+40=B-st.	4.33	2+00	3.84
3+90	4.20	+40=B-st.	3.60
	4.41	+90	3.77

4.12 = N.E. BR. Ash & Atlantic

10.39-T
7.17 = chh. BM. top Fin Hyd. SE. N-st. Atlantic

3.93+	EL 3.75	3.62	3.50	3.37	3.25	3.12	3.00	2.80	2.60	2.40
9.56-T	6.84	6.77	6.89	7.02	7.14	7.27	7.39	6.36	6.16	
3.85-	4.94	5.13	5.22	5.33	5.40	5.48	5.15	4.60	4.68	
5.71+TP	+4.70	+1.6	+1.66	1.2	1.7	1.8	2.2	+1.76	+1.5	
5.14+	M.L. 4.60	4.49	4.37	4.25	4.14	4.02	3.90	4.00	4.10	
10.85-T	5.79	5.90	6.02	6.14	6.25	6.37	6.49	5.46	5.46	
	4.93	4.97	5.11	5.17	5.20	5.24	4.60	3.6	3.25	
	+0.86	+0.33	+0.9	+0.97	+1.25	+1.1	+1.83	+1.96	+2.2	
	EL 3.67	3.33	4.20	4.46	4.73	5.00	5.00	5.00	4.83	
	5.89	5.83	5.36	5.10	4.83	4.56	4.56	4.56	4.73	
	4.81	4.68	4.44	4.20	4.17	4.38	4.25	4.56	4.33	
	+1.0	+0.95	+0.9	+0.9	+0.66	-0.42	+0.3		+0.30	
	M.L. 4.25	4.40	4.55	4.70	4.85	5.00	5.00	5.00	4.71	
	5.81	5.16	5.01	4.86	4.71	4.56	4.56	4.56	4.85	
	4.8	4.36	4.84	4.68	4.15	4.13	4.08	4.46	4.65	
	+1.5	+0.8	+0.17	+0.2	+0.56	+0.3	+0.48	+0.1	+0.20	
	EL 4.67	4.50	4.33	4.20	4.41					
	6.18	6.35	6.52	6.65	6.44					
	5.58	6.05	6.32	6.05	6.44					
	+0.6	+0.3	+0.2	+0.6	-0.3					
	M.L. 4.42	4.13	3.84	3.60	3.77					
	6.43	6.72	7.01	7.25	7.08					
	5.83	5.6	4.31	4.54	4.58					
	+0.8	+2.1	+2.7	+2.7	+2.5					

Atlantic St.
Cont. from Page 41

E.L. Station	E.L. Grades	Y.L. Station	Y.L. Grades
3+40	4.63	3+40	3.94
+90	4.84	+90° Bk.	4.10
4+25 ^{Bk}	5.00	4+40	4.27
+60 = "	5.00	+90	4.45
4+90	4.86	5+40	4.62
5+40	4.62	+90° Bk.	4.80
+90	4.39	6+00 = Bk.	4.80
6+20	4.25	+4930 = N.W. Bdry.	
+4930 = N.W. Bdry.	4.10		

1085x P.01
6.58 -
7.27 ch. 8.
425-811
002 same

El.	463	484	500	500	Bk.	486	462	439	425	410
	672	601	585		585	599	623	646	660	675
	70	727	721		587	675	687	638	637	627
	-0.8	-1.26	-1.4		-1.0	-0.76	-0.6	+0.1	+0.2	+0.4

Y.L.	394	410	427	445	462	Bk.	480	Bk.	480	465
	691	675	658	640	623	605	605	605	605	5.20
	463	483	518	527	531	616	6.1	6.1		
	+1.22	+1.3	+1.4	+1.2	+0.3	-0.1	-0.1			

Walker
Bliss
Flood
11-30-30

TRUNK LINE SEWER
IN ATLANTIC ST.
FROM PALM ST. North

Stations D.D. M.H. #2	π			Float Line GRADE	Cuts.	offsets
= 0+00 - 2 PALM st.	15.72	2.39	13.33	-1.13	+14.46	(15' West of)
+25		2.60	13.12	-1.08	+14.20	"
+50		2.91	12.81	-1.03	+13.84	"
+75		3.06	12.66	-0.98	+13.64	"
1+00		3.41	12.31	-0.93	+13.24	"
+25		3.85	11.87	-0.88	+12.75	"
+50		3.94	11.78	-0.83	+12.61	"
+75		4.20	11.52	-0.78	+12.30	"
2+00		4.41	11.31	-0.73	+12.04	"
+25		4.59	11.13	-0.68	+11.81	"
+52.10 = (D.D. M.H. #3)		4.91	10.81	-0.63	+11.44	"
= 0+00						
+25		5.19	10.53	-0.58	+11.11	"
+50		5.51	10.21	-0.53	+10.74	"
+75		5.83	9.89	-0.48	+10.37	"
1+00		6.13	9.59	-0.43	+10.02	"
+25		6.31	9.41	-0.38	+9.79	"
+50		6.33	9.39	-0.33	+9.72	"
+75		6.36	9.36	-0.28	+9.64	"
2+00		6.48	9.24	-0.23	+9.47	"
+25		6.54	9.18	-0.18	+9.36	"
+54 = (D.D. M.H. #4)						
= 0+00		6.65	9.07	-0.12	+9.19	"
+25	13.14	4.25	8.89	-0.07	+8.96	"
+50		4.35	8.79	-0.02	+8.81	"
+75		4.54	8.60	0.03	+8.57	"
1+00		4.62	8.52	0.08	+8.44	"

B.M. top. cb on East

11.19
4.53+
15.72- π
6.65-
9.07=TD
4.07+
13.14- π

Cont. on Page 44

Trunk Line sewer
Cont. from Page 43

Stations	π			
1+25	13.14	4.75	8.39	0.13
+50		4.79	8.35	0.18
+75		4.86	8.28	0.23
2+00		4.98	8.16	0.28
+25		4.99	8.15	0.33
+54 = 2 M.H. #5 = 0+00		5.11	8.03	0.39
+25		5.16	7.98	0.44
+50		5.31	7.83	0.49
+75		5.31	7.83	0.54
1+00		5.41	7.73	0.59
+25		5.55	7.59	0.64
+50		5.60	7.54	0.69
+75		5.65	7.49	0.74
2+00		5.63	7.51	0.79
+25		5.72	7.42	0.84
+54 = 2 M.H. #6		5.93	7.21	0.90

π Rod Stub Ele Grade

Dennan-Holbeck 12-4-30

11.78

2 M.H. #00		4.57	7.21	0.90	+6.31 ✓
0+25		4.64	7.14	0.95	+6.19 ✓
0+50		4.87	6.91	1.00	+5.91 ✓
0+75		4.91	6.87	1.05	+5.82 ✓
1+00		4.76	7.02	1.10	+5.92 ✓
1+25		4.70	7.08	1.15	+5.93 ✓
1+50		4.74	7.04	1.20	+5.84 ✓

Continued next page:

Cuts. offsets

+8.26	(15' wide)	on West curb Atlantic st.	5' North of M.H. #6	13.14 5.01 8.13 = 8M.
+8.17	✓	"	"	
+8.05	✓	"	"	
+7.88	✓	"	"	
+7.82	✓	"	"	
+7.64	✓	"	"	13.14 1.96 11.18 = 8M 11.19 2.01 = 5M
+7.54	✓	"	"	Chk. on starting 8M
+7.34	✓	"	"	
+7.29	✓	"	"	
+7.14	✓	"	"	
+6.95	✓	"	"	
+6.85	✓	"	"	
+6.75	✓	"	"	
+6.72	✓	"	"	
+6.58	✓	"	"	
+6.31	✓	"	"	

9.23 BM Curb S.E. Cor Sassafras
+ 2.55
11.78 π

	π 1178	Rod	Ele. Stub	Grade	+
1+75		4.69	7.09	1.25	+5.84
2+00		4.75	7.03	1.30	+5.73
2+25		4.57	7.21	1.35	+5.86
2+54 = E.M.H.#		4.58	7.20	1.41	+5.79
0+25		4.40	7.38	1.46	+5.92
0+50		4.25	7.53	1.51	+6.02
0+75		4.23	7.55	1.56	+5.99
1+00		4.25	7.53	1.61	+5.92
1+25		4.11	7.67	1.66	+6.01
1+50		3.97	7.81	1.71	+6.10
1+75		3.94	7.84	1.76	+6.08
2+00		4.07	7.71	1.81	+5.90
2+25		4.07	7.71	1.86	+5.85
2+53 ²³ = E.M.H.#		4.17	7.61	1.91	+5.70
0+25	284 1207	4.43	7.64	1.96	5.68
0+50	(Dec. 16 Bub Holbeck)	4.50	7.57	2.01	5.56
+75		4.27	7.80	2.06	5.74
1+00		4.36	7.71	2.11	5.60
+25		4.44	7.63	2.16	5.47
+50		4.62	7.45	2.21	5.24
+75		4.63	7.44	2.26	5.18
2+00		4.69	7.38	2.31	5.07
+25		4.79	7.28	2.36	4.92
+50		4.90	7.17	2.41	4.76
2+66 M.H.#9 = 0+00		4.81	7.26	2.44	4.82

(Continued to page 59)

Copied from Harbor field
Book.

Walker
BMS
1/20/31
13-3-30

ATLANTIC ST. GRADING

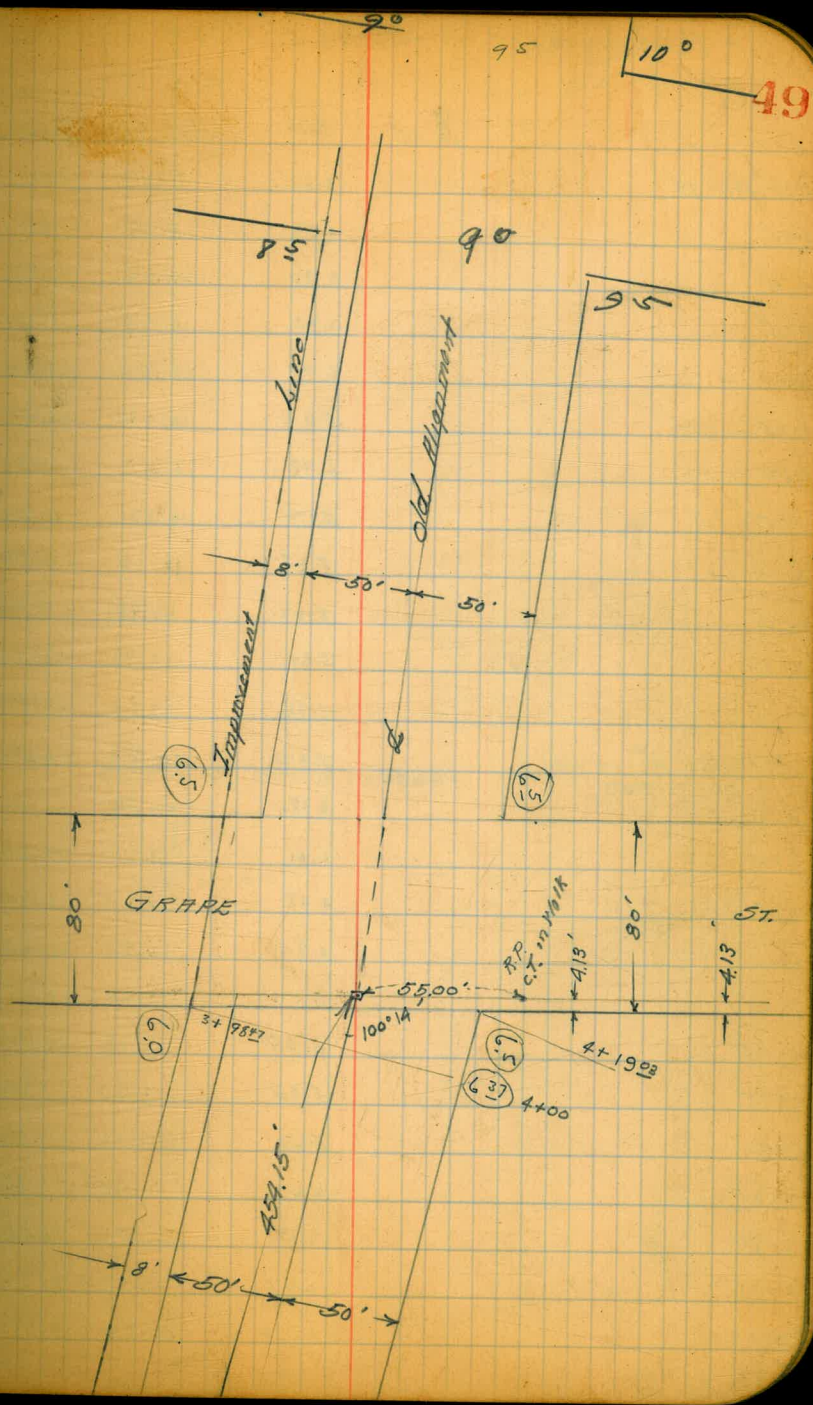
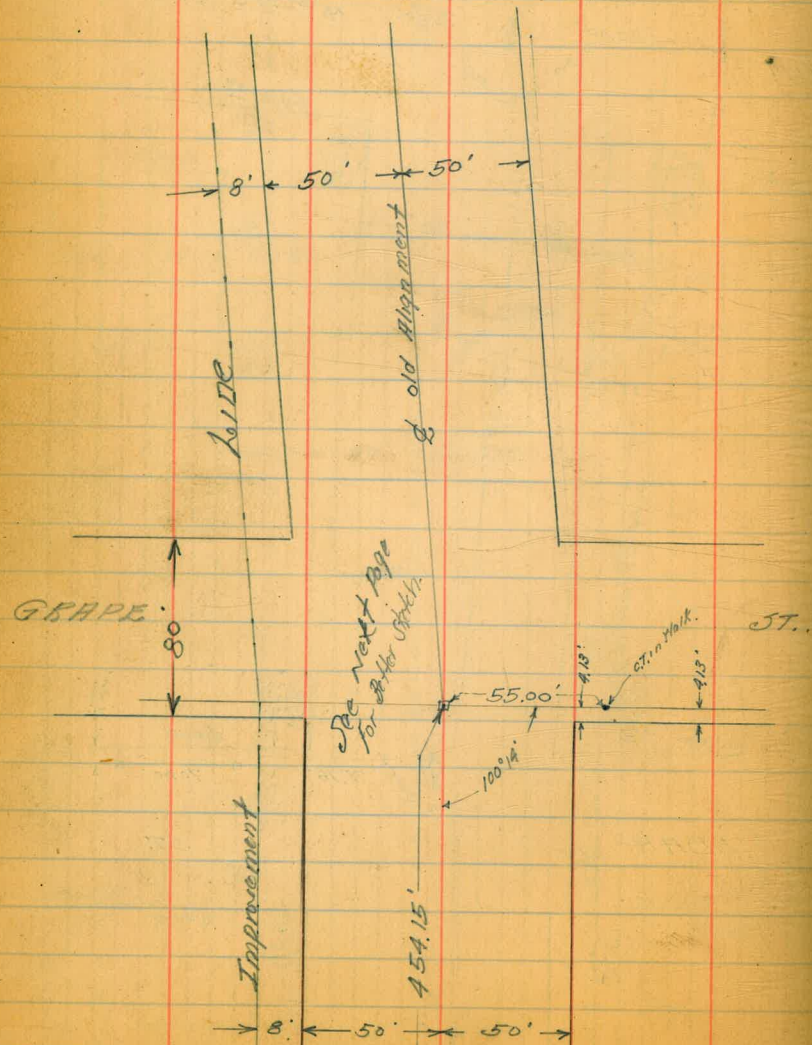
Bet. Ash st and GRAPE
For Reference Points see Pages 48-49

N.W. Station	N.W. Grades	N.W. Ash	E.W. Grades
= 0+00	4.80	= 0+00	4.00
+50	4.93	+50	4.12
1+00	5.06	1+00	4.25
+50	5.19	+50	4.37
2+00	5.33	2+00	4.50
+50	5.47	+50	4.62
3+00 = Sh. Beech st	5.60	3+00 = Sh. Beech	4.75
4	5.70	4	4.87
N.W. Beech st	5.80	N.W. Beech	5.00
= 0+00		= 0+00	
+50	5.95	+50	5.33
1+00	6.10	1+00	5.67
+50 = Bk.	6.25	+50 = Bk.	6.00
2+00	6.08	2+00	5.83
+50	5.92	+50	5.67
3+00 = Sh. Cedar st	5.75	3+00 = Sh. Cedar	5.50
4	5.62	4 Cedar st	5.25
N.W. Cedar in Imp.	5.50	N.W. Cedar	5.00
= 0+00		= 0+00	
+50	5.31	+50	4.82
1+00	5.13	1+00	4.64
+50	4.94	+50	4.46
2+00.6	4.75	2+10	4.25
+50	4.57	+50	4.11
3+00	4.38	3+00	3.93
+50	4.19	+50	3.75
4+00.11 = St. Elm st.	4.00	4+00	3.57
(on Imp. line 44.00)		+21.08 = St. Elm st	3.50

417 = N.E. B.P. Ash Atlantic

619+
1031-7
251-
780-7P
183-7
3.63-7

Y.N.	4.80	4.93	5.06	5.19	5.33	5.47	5.60	5.70	5.80	5.95
	5.1	5.38	5.25	5.12	4.98	4.84	4.71	4.61	4.51	4.36
	4.24	3.0	5.3	5.24	5.15	4.81	4.45	3.8	4.33	4.60
	10.37	10.9	10.0	0.1	0.17	10.9	10.26	10.8	10.28	0.74
Sh.	4.00	4.12	4.25	4.37	4.50	4.62	4.75	4.87	5.00	5.33
	4.31	4.19	6.06	5.94	5.81	5.69	5.56	5.44	5.31	4.98
	3.38	3.09	2.6	3.24	3.81	3.69	3.62	3.5	3.38	3.02
	1.0	1.1	1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200
Sh.	6.10	6.25	6.08	5.92	5.75	5.62	5.50	5.38	5.19	4.94
	4.21	4.06	4.23	4.39	4.56	4.81	4.72	4.50	4.69	4.75
	5.00	5.23	5.13	4.72	5.29	5.6	5.2	4.28	4.5	5.12
	0.8	1.16	0.26	0.33	0.73	1.05	0.3	0.00	0.4	0.32
Sh.	2.67	6.00	5.83	5.67	5.50	5.25	5.00	4.82	4.64	4.46
	3.4	4.31	4.78	4.64	4.81	0.4	4.63	4.81	4.99	5.17
	3.61	3.31	3.48	3.64	3.34		3.9	1.11	2.15	2.05
	1.0	1.0	1.0	1.0	1.0		1.07	1.07	1.08	1.02
Y.N.	4.57	4.38	4.19	4.00						
	5.06	5.25	5.44	5.63						
	3.26	4.23	4.44							
	0.2	1.04	1.0							
Sh.	4.11	3.93	3.75	3.57	3.50					
	5.52	5.70	5.88	6.06	6.13					
	3.9		4.88	5.25	5.61					
	7.6		1.00	1.03	1.05					



Trunk line sewer on Atlantic St MH#1 to MH#22

B.M 1586
359
17.45 T 50

	π 19.45	Rod	Dec 5th 30 Stub E/c	Donnan Holbeck Grade	
0+00=M.H. 1#		4.88	14.57	-1.60	+ 16.17 ✓
+25		4.84	14.61	-1.60	+ 16.14 ✓
+50		4.80	14.65	-1.40	+ 16.05 ✓
+75		4.80	14.65	-1.30	+ 15.95 ✓
1+00		4.99	14.46	-1.20	+ 15.66 ✓
1+25		5.03	14.42	-1.10	+ 15.52 ✓
1+50		4.98	14.47	-1.00	+ 15.47 ✓
1+75		5.12	14.33	-0.90	+ 15.23 ✓
2+00		5.35	14.10	-0.80	+ 14.90 ✓
2+25		5.47	13.98	-0.70	+ 14.68 ✓
2+50		5.47	13.98	-0.60	+ 14.58 ✓
2+75		5.56	13.89	-0.50	+ 14.39 ✓
3+97=M.H. 14# Dec 8-1930	17.68	5.72	13.73	-0.41	+ 14.14 ✓
+25		4.18	13.50	-0.31	+ 13.81 ✓
+50		4.41	13.27	-0.21	+ 13.48 ✓
+75		4.48	13.20	-0.11	+ 13.31 ✓
1+00		4.80	12.88	-0.01	+ 12.89 ✓
1+25		5.02	12.62	+0.09	12.57 ✓
1+50		5.30	12.38	+0.19	12.19 ✓
1+75		5.45	12.23	+0.29	11.94 ✓
2+00		5.67	12.01	+0.39	11.62 ✓
2+25		6.03	11.65	+0.49	11.16 ✓
2+50		6.17	11.51	+0.59	10.92 ✓
2+75		6.41	11.27	+0.69	10.58 ✓
3+00		6.62	11.06	+ 79	10.27 ✓
3+15=M.H. 15# Dec 10-1930		6.90	10.78	+0.85	9.93 ✓

Dec 8th 1930 Donnan Holbeck

17.68
3.93
13.75
-41
+ 14.16 = 14.10 ✓

B.M 13.28
4.40
17.68 T

0.40%

x

x

x

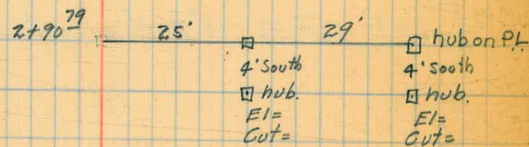
x

x

Bub.
Holbeck

Trunk line Sewer ATLANTIC ST
Grape St to Bean St
545 1484

			939 E1.	BM. Nail in X Post. Grade.	
MH #15=00			405	1079	0.85 994
+25			435	1049	0.95 954
+50			466	1018	1.05 913
+75			493	991	1.15 876
1+00			521	963	1.25 838
+25			537	947	1.35 812
+50			554	930	1.45 785
+75			583	901	1.55 746
2+00	383	1752	615	869	1.65 704
+25			416	836	1.75 661
+50			432	820	1.85 635
+75			458	794	1.95 599
2+90 ²⁹	Lot #35		475	777	1.99 578
3+00			485	767	2.05 562
3+25			506	746	2.15 531
3+40 ²⁹	Plans = 3+40 ⁵ N line Laurel			721	
3+50			527	725	2.25 500
3+80 ²⁹	Plans = 3+80 ⁵ MH # 16 E Laurel Lot # 36		544	708	2.37 471



51

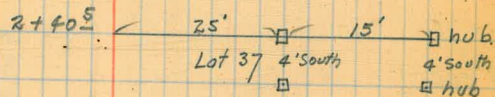
Bub.
Van. 12/11/30.

	188	1127	939	BM Nail in X R.R. Sign Post.	
00 = E Laurel MH #16				<u>237</u> 300	
0+25			438	689	310 379
+50			449	678	320 358
+75			461	666	330 336
1+00			475	652	340 312

8" Trunk Sewer. Atlantic St.
Grape to Reon St.

11.27.

1+25		466	661	350	311
+50		461	666	360	306
+75		493	684	370	314
2+00		500	627	380	247
+25		474	653	390	260
+40 ⁵	Lot #37 40' long	468	659	396	263
2+50		471	656	391	265
+75		459	668	401	267
3+00		453	674	411	263
+25		437	690	421	269
3+40 ⁵	S.M.H # 22	440	687	436	251
3+40 ⁵	Lot 38 18' East 4' South RP	431	696	472	224



Dec 12
Bob
Holbeck.

8" Sewer Main & ATLANTIC
Juniper north to Kalmia + West
to Belt St. π

15' offsets West
to Kalmia then 6' offsets North, to Belt.

		Red	File	Grade	Cut	
B.W. Juniper + Atlantic	2.72	12.82	10.10			
00 = 40' N of N line Juniper DE		4.47	8.35	288	5.47 ✓	-
+25		4.45	8.37	278	5.59 ✓	-
+50		4.64	8.18	268	5.50 ✓	-
+75		4.69	8.13	258	5.55 ✓	-
1+00		4.77	8.05	248	5.57 ✓	-
+25		4.95	7.87	238	5.49 ✓	-
+50	4%	5.09	7.73	228	5.45 ✓	-
+75		5.29	7.53	218	5.35 ✓	-
2+00		5.40	7.42	208	5.34 ✓	-
+25		5.50	7.32	198	5.34 ✓	-
+50		5.59	7.23	188	5.35 ✓	-
+75		5.69	7.13	178	5.35 ✓	-
2+99 MH #17 AL Tie 9' N E of MH.		5.14	7.68	168	6.00 ✓	V

offsets 15' West

2+99 MH #17-0+00 off 9' N.		5.14	7.68	168	6.00 ✓	
+25		6.01	6.81	158	5.23 ✓	
+50		5.47	7.35	148	5.87 ✓	
+75		5.52	7.30	138	5.92 ✓	
1+00		5.97	6.85	128	5.57 ✓	
1+25		6.55	6.27	118	5.09 ✓	
1+50		7.16	5.66	108	4.58 ✓	
1+75		7.13	5.69	098	4.71 ✓	
1+94.56 existing MH in Belt.		6.76	6.06	090	5.16 ✓	

offset 6' North

Bub.
Holbeck

8" Sewer Main in ATLANTIC
from Juniper to Ivy then West to Bell.

All Cut stakes 6' offset.

54

B.M. Juniper + ATLANTIC NE Cor.	376	1386	Ele.	1010.	Grade	Cut
0+00 = 40' S of S line Juniper DE			503	883	4.51	4.32
+10 Lot 39 East & 40 West			511	875	4.47	4.28
+25			494	892	4.41	4.51
+50			478	908	4.31	4.77
+75			472	914	4.21	4.93
+90.2 Lot # 42			460	926	4.15	5.11
1+00			453	933	4.11	5.22
1+10 Lot # 41			448	938	4.07	5.31
+25			448	938	4.01	5.37
+50			447	939	3.91	5.48
+75			480	906	3.81	5.25
1+90.2 Lot # 44			470	916		5.41
2+00			464	922	3.71	5.71
2+10 Lot # 43			466	920		5.53
+25			454	932	3.61	5.71
+50			450	936	3.51	5.85
+75			508	878	3.41	5.37
2+90.2 MH # 18 Δ 89-57' RT			546	840	3.35	5.05
2+90 MH # 18 6' South			542	844	3.35	5.09
2+90.2 = 0+00 going West			546	840	3.35	5.05
+25			575	811	3.25	4.86
+50			564	822	3.15	5.07

Harbor Dept.
Copied from field books

8" Sewer Main in ATLANTIC
Juniper to NY to Belt St

1386

EI.

Grade Cot

55

+75		556	830	305	525	
1+00		612	774	295	479	
+75	$\frac{1}{2}\%$	624	762	285	477	
+50		630	756	275	481	
+75		700	686	265	471	
1+98 ¹¹	Existing M.H. in Belt.	690	696	256	440	Rim of Existing M.H.

P.M.
435
431
856

E Side

W Side

111
20
-0

420
53
-0

430
23
-0

410
88
-0

417
380
-0

435
375
-0

216

221

236

250

276

296



5 P.M.

B-St.

E Side

W side 56

N.P.L.

237
187
-0

420
53
-0

412
24
-0

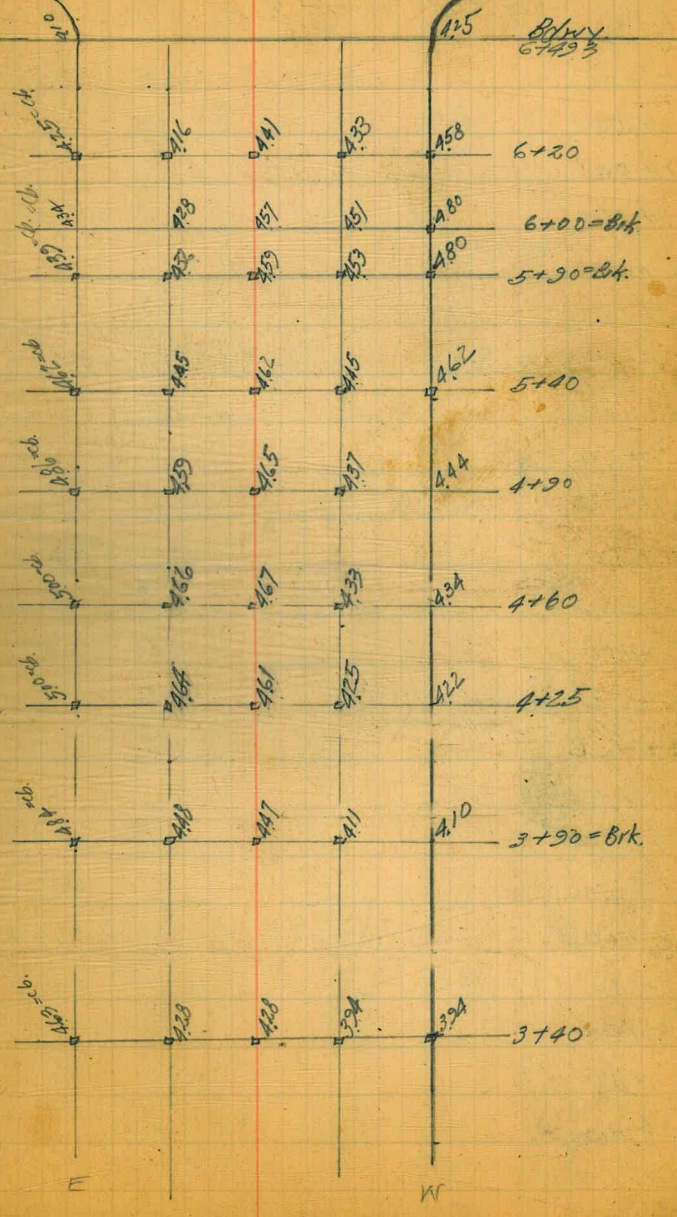
420
88
-0

410
88
-0

430
23
-0

430
23
-0

435
35
-0



Walker
Bliss
Drebert
12-18-30

GRADES for 12" Main (Water)
IN ATLANTIC ST.
Bet. Ash And Juniper
Grades are for top of Paving 14' East
of the Present $\frac{1}{2}$ of Improvement

Station	11.10	6.20	4.90	4.22	+0.71
N.W. Ash St =0+00					
+50		6.49	4.6	4.35	+0.31
1+00		6.5	4.6	4.47	+0.11
+50		6.1	5.0	4.60	+0.41
2+00		6.1	5.0	4.73	+0.31
+50		5.8	5.3	4.85	+0.51
3+00 = S.L. Beech. N.W. Beech =0+00		6.06	5.04	4.98	+0.11
+50		5.3	5.8	5.22	+0.61
1+00		5.3	5.8	5.27	+0.51
+50		5.2	5.9	5.32	+0.61
2+00		5.5	5.6	5.37	+0.21
+50		5.7	5.4	5.42	0.01
3+00 = S.L. Cedar N.W. Cedar on E.W. Atlantic =0+00		5.4	5.7	5.47	+0.31
+50		5.6	5.5	5.52	+0.01
1+00		5.3	5.8	5.12	+0.71
+50		5.9	5.2	4.94	+0.31
2+10		6.1	5.0	4.76	+0.31
+50		6.4	4.7	4.58	+0.11
3+00		6.6	4.5	4.36	+0.21
+50		7.1	4.0	4.22	+0.21
4+00		7.0	4.1	4.04	+0.11
+50		7.2	3.9	3.86	0.01
+21.98				3.68	
		7.2	3.9	3.62	+0.91

Cont. on P-58

B.M. B.P. NE. Ash & Atlantic 4.12
6.987
11.107

4.12
4.64
8.76
7.
1.76 Top main Sta 2+00

El. Top Pipe 1.89
Top Valve 3.57
5.22
3.57
1.65

967 M
2.52
7.15 Top Pipe
1.86
9.01 M

967 M
7.34
2.33 Top Pipe
5.22
2.73
3.

967 M
7.07
2.60 Top Pipe
5.22
2.60
2.82

967 M
9.01 M
6.6
2.41 Top Pipe
5.22
2.41
3.11 corr.

901
7.05
1.76 Top pipe

512
1.96
3.16

901
6.63
2.38

4.76
2.38
2.38

901
7.27
1.74

4.36
1.74
2.62

901
8.05
.96

4.04
1.96
3.08

901
8.52
.59

3.68
3.59
3.0

901
8.12
.81
3.62
2.81

842

		π			Top Finish Drying	
N.L. Elm =0+00		11.10	7.2	3.9	3.62	+0.3-
+50			6.5	4.6	3.92	+0.7-
1+00			6.6	4.5	4.23	+0.3✓
+50			6.6	4.5	4.53	+0.0✓
2+00			6.2	4.9	4.84	+0.1✓
+50			6.7	4.4	5.14	-0.7
3+00	4.18	14.13	8.8	5.3	9.95875 5.45	SE BP Hawthorne -0.2
+50			8.0	6.1	5.76	+0.3
4+00	cut not set +13		-7.4	6.7	6.06	+0.6
S.L. Grape = N.L. Grape =0+00					6.25	
+50			6.2	7.9	6.44	+1.5
1+00			5.6	8.5	6.87	+1.6
+50			5.2	8.9	7.30	+1.6
2+00			4.5	9.6	7.73	+1.9
+50			3.9	10.2	8.16	+2.0
3+00			3.8	10.3	8.60	+1.7
+50			3.5	10.6	9.09	+1.5
3+06.96 = S.L. Hawthorne N.L. Hawthorne =0+00			4.4	9.7	9.59	+0.1
+50			3.5	10.6	9.75	+0.8
1+00			2.1	12.0	9.92	+2.1
+50			2.9	11.2	10.08	+1.1
2+00			3.0	11.1	10.25	+0.8
+50	3.17	13.52	3.78	10.35	10.42	-0.1
3+00 = Bk			4.7	8.8	10.59	-1.8
+80 = Bk			4.4	9.1	10.59	-1.5
4+30			4.6	8.9	10.42	-1.5

Cont. on p. 59

T
13.52

4+80	4.1	9.4	10.26	-0.9
5+30	4.0	9.5	10.09	-0.6
+80	4.4	9.1	9.93	-0.8
6+30	4.0	9.5	9.76	-0.3
+81.15 = S ⁹⁰ Juniper st. ^{Parting}	4.2	9.3	9.59	-0.3
check out on B.M. N.E. Juniper	3.46	10.06	10.10	
		0.04 error		

(Continued from page 45)

Dec. 16
Bub
Holbeck

8" Sewer Main from &
Sassafras North to Bean st.

	2.84	12.07	9.23	Grade Cut.		Dist. & Sassafras to P.C.	
2+66 M.H. #9 = 0+00			4.81	7.26	2.44	4.82	266.00 Plans
0+25			4.99	7.08	2.49	4.59	4.07 380.5
+50			5.02	7.05	2.54	4.51	2.00 40.
+75			5.15	6.92	2.59	4.33	470.07 49.45
T.P. 1+00	4.89	11.90	5.06	7.01	2.64	4.37	340.5
+25 + 11 54" Pipe sedge			4.81	7.09	2.66 2.69	4.40	12.957 (.12)
+50			4.89	7.01	2.74	4.27	8.0
+75			4.82	7.08	2.79	4.29	49.57
2+00			4.65	7.25	2.84	4.41	
2+04 P.C.			4.67	7.23			
B.M.			3.35	8.55			

(continued on page 60)

Dec. 17
B46
Halbeck

3.57 12.12

8.55

Grade Cut

60
Pell. on 15' offset.

2+25		4.89	7.23	2.89	4.34	0-10'-28"
+50		4.71	7.41	294	4.47	0-22'-28"
2+65 M.H. #10 = 0+00		4.70	7.42	297	4.45	0-29'-15"
0+25		4.81	7.31	302	4.29	0 41 15
+50		4.69	7.43	307	4.36	0 53 15
+75		4.63	7.49	312	4.37	1 05 15
1+00		4.53	7.59	317	4.42	1 17 15
+25		4.54	7.58	322	4.36	1 29 15
+50		4.39	7.73	327	4.46	1 41 15
+75		4.20	7.92	332	4.60	1 53 15
2+00		4.26	7.86	337	4.49	2 05 15
+25		4.17	7.95	342	4.53	2 17 15
+50		3.97	8.15	347	4.68	2 29 15
2+64.9 M.H. #11	5.23 13.36	3.99	8.13	351	4.62	2 36 24
0+25		5.20	8.16	356	4.60	0 12 0
+50		5.17	8.19	361	4.58	0 24
+75		5.10	8.26	366	4.60	0 36
1+00		5.01	8.35	371	4.64	0 48
+25		5.02	8.34	376	4.58	1-0
+50		4.80	8.56	381	4.75	1-12
+75		4.65	8.71	386	4.85	1-24
2+00		4.67	8.69	391	4.78	1 36
+25		4.69	8.67	396	4.71	1 48
+50		4.66	8.70	401	4.69	2 0

Dec 18
Bob
Holbeck

1336

Grade Cut

61

Deft 15' offset line
to west of E
2°-07'-9"

2+64 ⁹ MH #12=0+00			447	889	404	485
B.M.	456	1458	334	1002		
B.M. Sline Vine 150' East.			109	1349		

Dec 23

B.M.		327	1329		1002		
0+25			414	915	409	506	
+50			401	928	414	514	
+75			415	914	419	495	
0+89 ³⁹ Lot #9			411	918	422	496	
1+00			417	912	424	488	
+25			439	890	429	461	
+50			455	874	434	440	
+75			463	866	439	427	
1+86 ⁹⁶ Lot #8			454	875	441	434	
2+00			452	877	444	433	
+25			469	860	449	411	
+50			464	865	454	411	
+75			468	861	459	402	
2+85 ²⁵ Lot #7			476	853	461	392	
2+98 ²⁵ MH #13	380	1736	473	856	463	393	
+25			375	861	468	393	
+50			391	845	473	372	

Dec 23
Bob
Holbeck

Allantic St 8" Sanitary Sewer

Grades set 15' offset line West
of $\frac{1}{2}$ 62

1236

Grade Cut

0+75			407	879	478	351
0+84 ²² Lot 5			415	871	480	341
1+00			410	876	483	343
+25			406	830	488	342
1+48 ⁰⁵ Lot #4			420	816	493	323
1+75			430	806	498	308
1+83 ²² Lot #3			428	808	500	308
2+00			429	807	503	304
+25			452	784	508	276
+50			446	790	513	277
+75			454	782	518	264
2+96 ¹¹ SMH #21			462	774	523	251
TP	505	1409	332	904		
BM			407	1002	Check	

Copied from Harbor
Field Book

Sewer Laterals Allantic St.

Lot # 1 42' long C.I.

25'E 4'S	1236	471	765	573	192
42'E 4'S		500	736	602	134
SMH #21				523	

Lot # 2 Cast Iron

25'E 4'S	1236	485	751	573	178
54'E 4'S		379	907	631	276
S.M.H. #21				523	

Dec 23
Bob
Holbeck

Laterals Atlantic St. Sewer.

63

	Lat #3	75' long		Grade	Cut
25' E 4'S Main.	1736	437	799	579	220
				{ 499	
				{ 579	
75' W 4'S 54' W 4'S Main.	1736	473	813	572	241
		301	935	630	305
				{ 492	
				{ 572	
75' E 4'S 45' E 4'S Main.	1736	407	829	559	270
		398	838	600	238
				{ 479	
				{ 509	
75' W 4'S 54' W 4'S MH #13	1736	390	846	513	333
		284	952	571	381
				463	
25' E 4'S 54' E 4'S Main.	1329	455	874	541	333
		425	904	600	304
				{ 460	
				{ 490	
75' E 4'S 54' E 4'S Main.	1329	436	893	519	374
		379	950	577	373
				{ 439	
				{ 469	

Copied from Harbor
Field Book

Laterals Atlantic St Sewer

	Lot #9			Grade	Cut
25' E 4'S	1329	411	918	500	418
54' E 4'S		394	935	558	377
Main				{ 420	
				{ 450	
25' W 4'S	1336	465	871	463	408
54' W 4'S		411	925	542	383
M.H.#12				404	

8" Sewer Main @ Vine St.

25' E 4'S	1336	439	897	500	397
54' E 4'S		410	926	558	368
M.H.#12				404	

	Lot #11				
25' E 4'S	1214	398	814	401	413
54' E 4'S		304	908	459	449
M.H.#11				351	

	Lot #12				
25' W 4'S	1214	422	790	401	389
54' W 4'S		339	873	459	414
M.H.#11				351	

	Lot #13				
Dec 16 ^{Bob} Holbeck	1217	464	748	347	401
25' E 4'S		326	886	405	481
54' E 4'S				297	
M.H.#10					

Dec 16 Sewer Laterals Atlantic St.

306
Holbeck

Lot # 14

				Grade	Cut
25' W 4'S	1712	492	720	347	373
54' W 4'S		372	840	405	435
M.H. #10				297	

Lot # 15

25' E 4'S	1207	485	722	293	429
54' E 4'S		328	879	350	529
M.H. #9				244	

Lot # 16

25' W 4'S	1207	504	703	347	356
38' W 4'S		520	687	400	287
54' W 4'S		363	844	432	412
M.H. #9				244	

Copied from Harbor
Field Book.

Lot # 17

25' E 4'S	1207	400	807	242	565
54' E 4'S		325	882	300	582
M.H. #8				+1.91	

Lot # 18

25' W 4'S	1207	450	757	394	363
38' W 4'S		450	757	500	257
54' W 4'S		327	880	532	348
M.H. #8				+1.91	

Lot # 19

25' E 4'S	1176	441	735	238	497
54' E 4'S		319	857	350	507
M.H. #7				141	

Dec 16
306
Holbeck

Sewer Laterals Atlantic St

307 11.76 869 BN
Lot # 20

25' W 4'S	11.76	468	708
54' W 4'S		354	822
MH #7			

Grade	Cut
214	494
300	522
141	

Lot # 21

25' E 4'S	11.76	435	741
54' E 4'S		333	843
MH #6			

Grade	Cut
187	554
300	543
+ 090	

Lot # 22

25' W 4'S	11.76	464	712
54' W 4'S		302	874
MH #6			

El	Grade	Cut
187	525	464
300	574	508
+ 090		380

Lot # 23

25' E 4'S	1373	567	806
54' E 4'S		483	890
MH #5			

El	Grade	Cut
176	630	
330	560	
+ 039		

Lot # 24 Redwood St

25' W 4'S	1373	576	797
54' W 4'S		474	899
MH #5			

El	Grade	Cut
160	637	
300	599	
+ 039		

Lot # 25

29' E 4'S	1405	466	939
54' E 4'S		368	1037
DDMH #4			

El	Grade	Cut
479	460	
535	502	
S 430		
- 012		

See opposite page for # 26

Lot # 26

El	Grade	Cut
1373		
25' W 4'S		
54' W 4'S		
DDMH #4		

Dec 16
Sub. Holbeck

Allantic St Sewer Laterals.

Lot # 27

25'E 4'S
54'E 4'S
DDMH # 3

See opposite page for #28

Lot # 29

25'E 4'S
54'E 4'S
DDMH # 2

Lot # 30

25'W 4'S
54'W 4'S
DDMH # 2

Lot # 31

25'E 4'S
54'E 4'S
DDMH # 14

Lot # 32

25'W 4'S
54'W 4'S
DDMH # 14

Grade Cut.

646 450
700 513
600

784 565
842 586

{ 7.54
-1.13

{ 7.12
-1.13

{ 7.75
-0.41

{ 8.36
-0.41

9° 116 high
Grade = El. 1008
Through Error this lateral is 1.66 too high

Grade Cut
478
576
650
550

El
1074
1176

Lot # 28
1822

25'W 4'S
54'W 4'S
DDMH # 3

Atlantic St Sewer Laterals

68

Lot #33

				Grade	Cut
75'E 4'S	1598	501	1097	525	572
54'E 4'S		781	1317	583	734
DDMH #15		1173	475	{ 475	
				{ +085	

Lot #34

25'W 4'S	1598	542	1056	582	474
54'W 4'S		451	1147	640	507
DDMH #15		1066	532	{ 532	
				{ +085	

Lot #35 50'N - NL Laurel

75'E 4'S	1185	386	799	268	531
54'E 4'S		152	1033	311	722
MH #16				201	

Lot #36

27'W 4'S	1175	392	783	345	438
54'W 4'S		494	681	291	390
MH #16				201	

Lot #37 40' long

75'E 4'S	1177	468	659	470	189
40'E 4'S		475	652	500	152
Main				396	

Lot #38 18' long

18'E 4'S	1127	431	696	472	224
SMH #22				436	

See page 22 for balance

Wallace
Oct 14 30

Grades 24' Storm Drain
Spruce to Thorn

Bm Vine St	348	16.97	13.49	22.50
TP on Curb	317	12.31	7.83	9.14
00 = 54" Storm Drain north of Thorn		12.33	-0.02	
+50		4.13	8.18	+0.18
1+00		3.93	8.38	+38
+50		4.73	7.58	+58
2+00		4.53	7.78	+78
2+75		4.43	7.88	+88
2+75 T.P.	490	12.98	4.23	8.08
3+00	.05 high		4.80	8.18
3+50	.28		5.60	7.38
- 4+00	4+06.38	8.75 Rod Top Pk	5.40	7.58
+50		5.39	5.20	7.78
5+00			5.00	7.98
5+50			4.80	8.18
6+00			4.60	8.38
6+50 T.P.	4.50	13.08	4.40	8.58
7+00			4.30	8.78
7+50			4.10	8.98
8+00			4.90	8.18
8+50			4.70	8.38
9+00			5.50	7.58
9+50			5.30	7.78
10+00			5.10	7.98
10+08.5 E Basin				4.01

Grade 1008' total length

22.50
9.01
13.49

Grade of 54" pipe at Connection
to 24" S. drain 8' cut

12.13	8"
11.93	8"
11.73	7"
11.53	7"
11.43	7"
11.23	7"
11.80	7"
11.60	6"
11.40	6"
11.20	6"
11.00	6"
10.80	6"
10.60	6"
10.50	6"
10.30	6"
10.10	5"
9.90	5"
9.70	5"
9.50	4"
9.30	4"
9.10	4"

0.4%
X
.312%

4+15.5 = 202

7.58	8.75
5.39	7.25
12.97	11.00
1.58	
11.39	
11.00	
.39	

Grade changed
from 4+15.5 to
10+08.5 to .312%

10.10
9.70
9.10

69
Cut stakes

Bub Wallace
Sept 19 1930

ATLANTIC Street

70

Meas. Curb West Side

West

00 = NL Juniper
4+79 S Side Inlet #4 }
4+90 N " " #4 } 11' out
5+11⁵ End of Curb sq tracks }
5+25 " " " N of Tracks } 13.5' out
5+60 S End Inlet # 3 }
5+71 N " " # 3 } 11' out
7+00 S End Drop Curb }
7+41 N " " " }
13+16 S " Drop Curb }
13+38⁵ N " " " }
13+52 - Fence
16+76 S End Drop Curb
16+98 N " " "
17+66 S End " "
17+85 N " " "
19+11⁵ S End Drop Curb Palm St.
19+52 N " " " "
20+23 North line of Loading Canopy
38+81 S End Inlet }
38+93³ N End " } out 11'
44+72 End of Curb on West

Curb East Side

00 E. End Return S. Side Vine St.
0+18.9 S. End Return
6+5⁵ N End Inlet }
6+16⁸ S End Inlet } out 11'
10+16³ End of Return in Sassofras St.

00 = East End Ret. South Side Sassofras St
2+96 N End Inlet. }
3+07² S End Inlet. } 11' out
14+68 End of Return in Palm St.

0+00 = East End Ret. South Side Palm St
2+58⁷ N End Drop Curb for Restaurant
3+00 S End " " " "
4+34 N. End " " " Nutmeg St
4+76 S End " " " " "
11+83¹ End of Ret in Laurel St.

0+00 = 6' South of S line Laurel
0+65⁵ End Curb North Side of spur track }
0+78⁶ " " South " " " " } out
1+17⁷ South End of Curb
2+44⁶ North End of Curb
2+94⁹ South " " "

8257.1
93.6 out
8163.5 total measured
Curb

Bwp.
Wallace N.

Levels to get depth of Existing
12" Water Main Juniper to Grape

71

			Ele
B.M. Juniper + ATLANTIC NECR.	375	1385	1010
Hole #1-100'S Juniper.		473	9.12
" #2-50' N Ivy		50	8.85
#3-50'S Ivy		325	10.60
B.M. Top Water Plug Ivy + Atlantic		0.51	13.34
	355	1689	
Hole #4 50' N Hawthorn		506	11.83
" #5 50'S "		672	10.17
" #6 50' Grape.		862	8.27
Top End Curb South Side Hawth.		696	9.93
" " " North Side Hawthorn		681	10.08
T.P.	120	1467	342 13.47
Water Plug Top		135	13.32
		459	10.08

Ele Top of 12" Main = 2.92

" " " " " = 3.08

" " " " " = 3.47

" " " " " = 3.43

" " " " " = 2.72

" " " " " = 1.72

Aug 15 1930
Bub-Holbeck

Cut stakes Atlantic st
East Juniper to Laurel
Line

72

B.M. Nail x King Post	326	12.65	939	Cut	
7+61					
KL Laurel 5' offset	870		314	951	C 0.8
⊕ 7+21 5' offset	840		339	926	C 0.9
6+81					
SL Laurel 5"	810		403	862	C 0.7
6+50 5"	795		431	834	C 0.4
6+00 5"	770		359	906	C 1.4
5+60 5"	750		477	788	C 0.4
5+20 PL	730		353	912	C 1.8
5+00	744		353	912	C 1.7
4+50	777		359	906	C 1.3
4+00	811		370	895	C 0.8
3+50	845	491	313	952	C 1.1
Brk 3+43	850	1443	473	970	C 1.2
3+00'	869		463	980	C 1.1
2+50	891		416	1027	C 1.4
2+00	913		417	1026	C 1.1
1+50	935		360	1083	C 1.4
1+00	956		357	1086	C 1.3
+50	978		424	1019	C 0.4
00 NL Juniper 10.0					
			433	10.10	B.M. N Gurb Line Juniper

Aug 11 1930 Cut Stakes for Grading Laurel St
 Bub. - Holbeck to PC.

B.M.

Sw Cor Airtach School	408	2139	1731	Cuts		
Brk. 14+02 ²¹	SL Laurel					
PC. 14+16 ²	1544	487	1652	C1.1		
13+91	1534	499	1640	C1.1		
13+41	1483	476	1663	C1.8		
12+91	1432	530	1609	C1.8		
12+41	1382	564	1575	C1.9		
11+91	1331	611	1528	C2.0		
11+41 XL Maple	128	695	1444	C1.6		
11+01 ♀	124	796	1343	C1.0		
10+61 SL Maple	120	817	1322	C1.2		
10+11	1145	344	1542	941	11.98	C0.5
9+61	1090			361	1181	C0.9
9+11	1035			429	1113	C0.8
8+61	980			455	1087	C1.1
8+11	925			507	1035	C1.1
7+61 XL Laurel	870			591	0951	C.8
7+21 ♀	840					
6+81 SL Laurel	810					

Nail in X post. 607 9.35 9.39 ok.

Aug 6, 1930
 Bob
 Holbeck 74

B.M. SW Cor Airtech School 512 22.43 1731

	Grade			
14+167 ^{PC}	1544	(C.11)	593	1650
14+39 ⁴⁵	1551	(C.13)	543	17.0
14+42 ²¹	1552	SL		16.73
14+62 ²⁰	1558	(C.14)	550	1693
14+82 ²³	1564	W Nutmeg		
14+84 ⁸⁵	1566	(C.11)	564	1679
15+07 ²⁰	1573	(C.12)	547	1696
15+22 ²⁶	1577	XL (C.13)	549	1694
15+30 ⁴⁸	1580			
15+53 ¹²	1588			

Top Grate 629 1614
 Top 24" Pipe 909 13.34

Gr. 12.0

Top 10+61 Hub 697 17.94 1097
 Top Grate 574 12.20
 Top 24" Pipe 924 8.70

Gr 8.1 6+81

J.M. Nail x Xing 356 12.95 939
 Top Grate 439 856

cloudy

Profile for Sewer. Job
Wallace
East from M.H. in Belt + Extension
of N.Y.

Sept 16 1930

75

Top M.H. 370' S Juniper in Belt			673	
	583	1256		
+03.			56	70
+4			40	86
+6			30	96
+10			50	76
+20			50	76
+23			58	68
+29			58	68
+30			52	74
+70			53	73
W line Atlantic			40	86
⊕ Atlantic			35	91
E. line Atlantic			32	94
Bottom of Ditch on E line			43	83
⊕ Atlantic 40' S of S line Juniper			29	97
B.M. N.E. Cor Atlantic + Juniper			247	1009
				10.1 @

Top M.H. ⊕ Belt 390' N of Juniper = 0+00

	469	1089		
+31' ⊕ of Spur tracks			57	60
West rail			511	578
East rail			523	566

WS

3+43 Pr.	755	697	739	771	796	811	819	817	808	790	850
5+20.	68	613	649	676	695	705	708	700	670	663	730

BM	0.73	1083	1010
BM MH Rim 54" Kalma Storm Drain	291	792	
BM MH	222	1014	792
BM MH	237	1029	792
Top 54" Drain of E.P.L.	273	756	
BM MH	114	906	792
BM MH	302	1094	792
BM Nail in RR Xing post.	155	939	
	329	1268	939
BM Steps US Weather Bureau	165	2948	2783
Top of Cribbing over 18" main.	540	2408	
EC Curve	673	2275	
BM Nail in Xing Post	368	1307	939 ✓
Top hub 5' offset West 10+61	210	1097	
	753	1850	
Top pave SW Cor. Airtech Building.	119	1731	✓
	265	1996	
Top Stand pipe Airtech Sewer Connect.	546	1450	✓
BM Steps US Weather Bureau	114	1882	✓
Nail in Tele pole front of Airtech hangar.	380	1616	out
M.H. BM	275	1067	792
Flow line M.H. in Belt Str 370' N. of M.H. in Juniper	780	0.87	
Top M.H.	447	620	

Aug 1st 1930.

BM Juniper + Atlantic	266	1276	1010
M.H. - 370' Sof Juniper in Belt	581	695	
M.H. " " " " Flow line	1020	256	

- 17.00
 14.50
 - 2.50 Flow line 18" out fall.

Grading stakes Atlantic July 11 1930
north from Juniper. Bub-Wallace

H.I.

E.I.

B.M. NE Cor Juniper + Atlantic

317

1327

1010

1400
Grade 858 W. Cut .29 Stake says 0.2

4.4

887

1450
95 = 837 W. Cut 0.2 " " 0.1

4.7

857

Curb

1327

879

926

1805

879

11 1/2

23

702

448

1327

1327

38

133

797

818

864

67

0+50

581

530

509

7.97

1+00

602

551

530

+50

623

572

902

2+00

644

593

17

+50

665

614

885

3+00

686

635

67

750

707

656

818

4+00

728

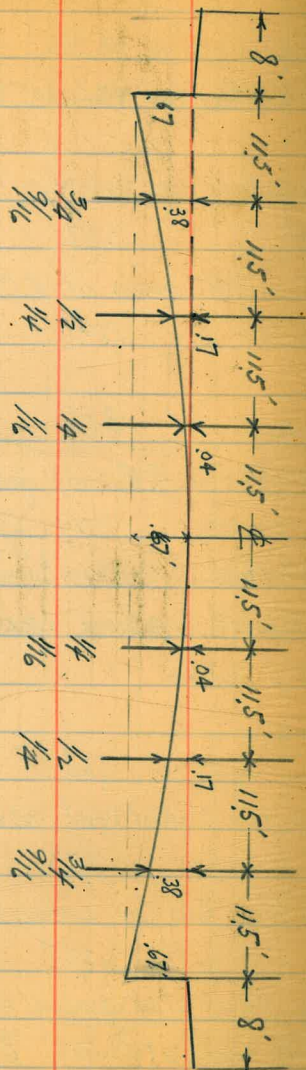
677

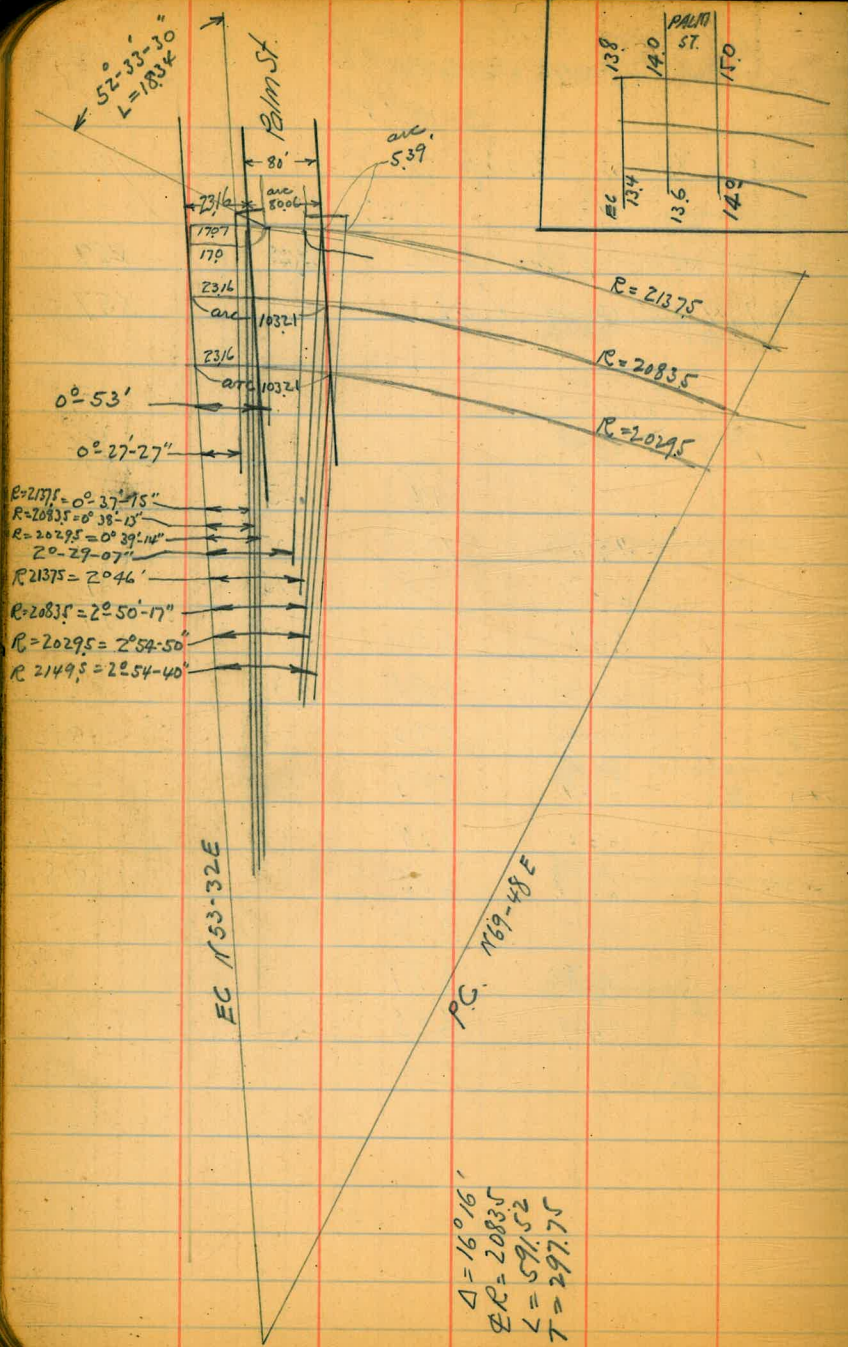
+50

749

698

1/6 of .67 = .04
1/4 of .67 = .17
9/16 of .67 = .38





138	140	150
EC	134	136
	142	

160	148	156
152	148	144

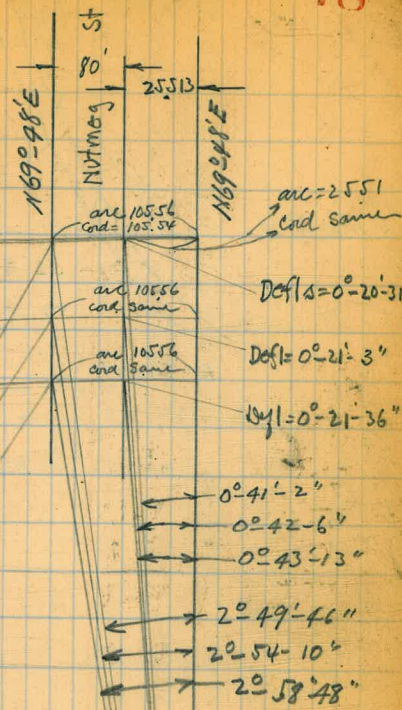
E R=21375 L=60685
 P R=20835 L=59152
 W R=20295 L=57619

Defl = 1° 24' 54"
 Defl = 1° 27' 5"
 Defl = 1° 29' 24"

Defl for 21375 R = 48.24' per ft 50' = 40'-72"
 " " 20835 R = 49.48" " " 50' = 41'-14"
 " " 20295 R W = 50.82" " " 50' = 42'-21"

Δ = 16° 16'
 R = 20835
 L = 59152
 T = 297.75

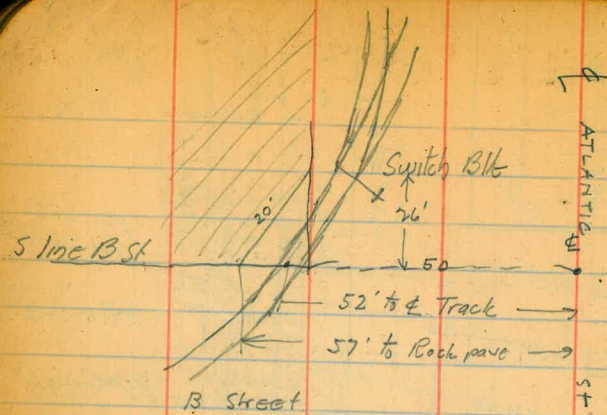
Δ = 16-16
 R = 20835
 L = 591.52
 T = 297.75



arc = 2551
 cord same
 Defl Δ = 0° 20' 31"
 Defl = 0° 21' 3"
 Defl = 0° 21' 36"

0° 41' 2"
 0° 42' 6"
 0° 43' 13"
 2° 49' 46"
 2° 54' 10"
 2° 58' 48"

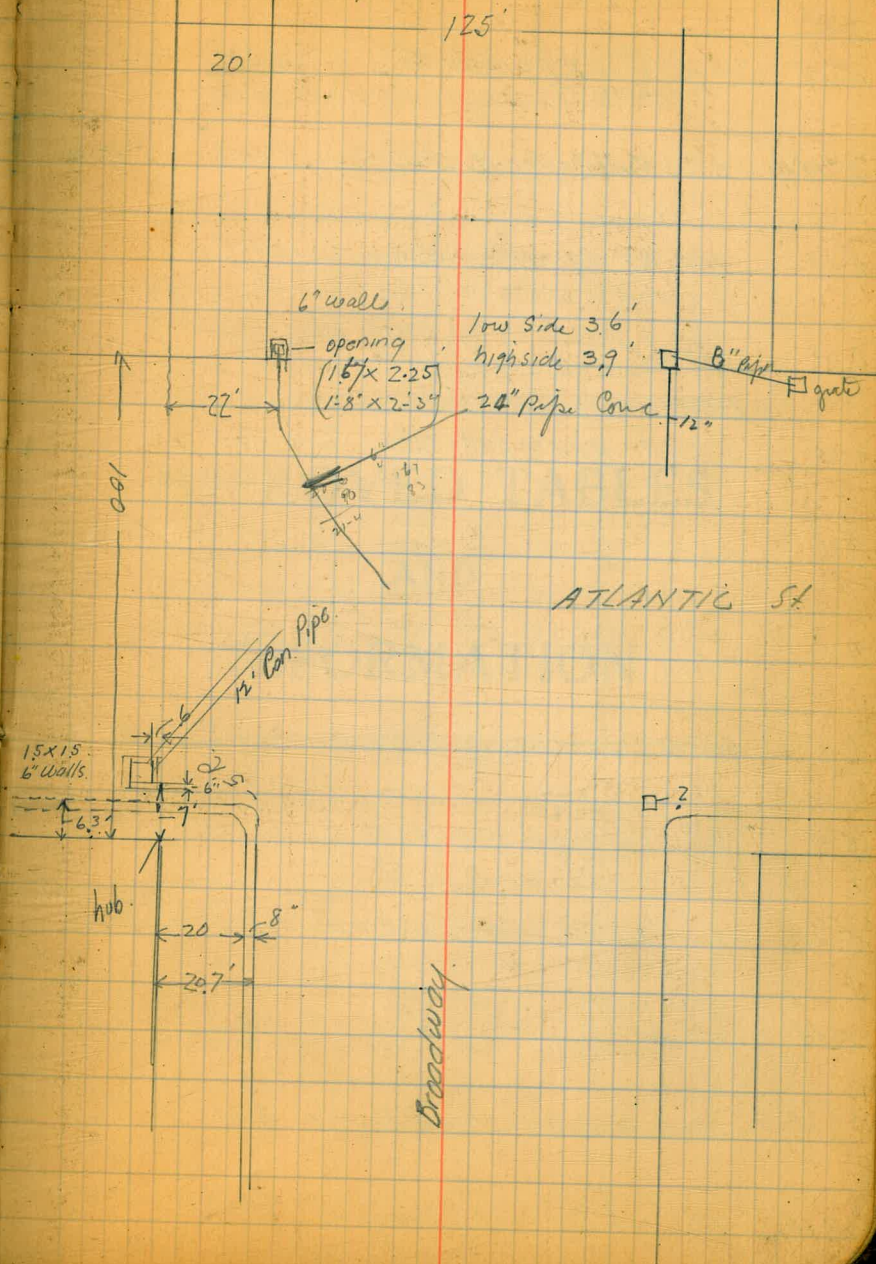
14716.70 PC



Location Existing Catch Basins
Broadway + Atlantic St

79

2.6' deep.



Bench Mark Atlantic St. *Note: - 6.13 - City Datum*
 Broadway North
 U.S.G.S Datum

BM	Serial #21 N.W. Naval Yard Ho. Foot Broadway	14.59	
BM	B.P. S. Fute Buffer Moun. Pier Bldg	12.037	
BM	N.W. B.P. Broadway & Atlantic	10.808	
BM	N.E. B.P. Ash & Atlantic	10.112	
BM	S.E. B.P. Beach & Atlantic	11.066	
BM	S.E. B.P. Grape & Atlantic	12.66	6.53 6.13
BM	S.E. B.P. Hawthorn & Atlantic	16.041	
BM	N.E. B.P. Saniper & Atlantic	16.145	CITY DATUM 10.015 6.13
BM	B.P. E. Inside Co. Front Lindbergh 40m. Bldg	18.365	
BM	Gran. near Scholer Baseline Vincent	19.665	U.S.G.S Datum 22.505
BM	N.E. B.P. Harrothy & Atlantic	16.13	City Datum 10.20
BM	Moun. Co. St. Barnett rd & Atlantic	5.95	City Datum -0.18
BM	Moun. Y.L. Taylor & N.E. Roscerans	11.282	City Datum 5.15

6.53

80

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body

of table in same row and column gives distance from side stake to slope stake. If ground is not

level, the side stake and slope stake lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and distance in table. Set up

rod at this point and line of sight should cut target.

IMPROVED TABLES AND INFORMATION

TABLE No. 2.

To find Tangent and External for curve of any other degree, divide by degree of curve and add connection found in column of corrections.

13.485 - CITY DATUM

Degree of curve with a given T may be found by dividing tangent (or external), opposite T by given tangent (or external).

The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

TABLE No. 9.

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections.

Degree of curve with a given I may be found by dividing tangent, (or external), opposite I by given tangent, (or external).

The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.

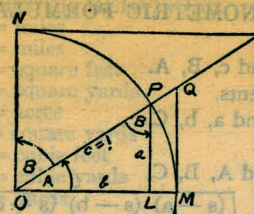


TABLE II
TRIGONOMETRIC FORMULÆ.

$$\begin{aligned} \angle A &= \angle MOP & \angle B &= \angle PON = \angle OPL \\ R &= OB = c = 1 \\ \sin A &= \frac{a}{c} = \frac{a}{1} = a = \cos B = LP \\ \cos A &= \frac{b}{c} = \frac{b}{1} = b = \sin B = OL \\ \tan A &= \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = MQ \\ \cot A &= \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = NT \\ \sec A &= \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = OQ \\ \csc A &= \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = OT \\ \text{vers } A &= \frac{LM}{OP} = LM = \text{covers } B \# \\ \text{covers } A &= \frac{OP - LP}{OP} = OP - LP = \text{vers } B \\ \text{exsec } A &= PQ = \text{coexsec } B \\ \text{coexsec } A &= PT = \text{exsec } B \\ \sin \frac{1}{2} A &= \sqrt{\frac{1 - \cos A}{2}} & \cos \frac{1}{2} A &= \sqrt{\frac{1 + \cos A}{2}} \\ \sin 2A &= 2 \sin A \cos A & \cos 2A &= \cos^2 A - \sin^2 A \\ \text{Law of Sines} & \frac{\sin A}{a} = \frac{\sin B}{b} = \frac{\sin C}{c} \\ \text{Law of Cosines} & c^2 = a^2 + b^2 - 2ab \cos C \\ \text{Law of Tangents} & \frac{a+b}{a-b} = \frac{\tan \frac{1}{2}(A+B)}{\tan \frac{1}{2}(A-B)} \end{aligned}$$

16-11 3/4 - Top Strand Pipe from floor to
78'

240 USGS SECOR Hanger

24.5

5.07
6.02
11.09



602

939
+28

10.67 N7
7.11

3.56

1067
732

3.35

Top Pipe 878

26

557
6

11.57 - 11.77
226

9.51
100°14'

557
226

386

556
6

11.56
226

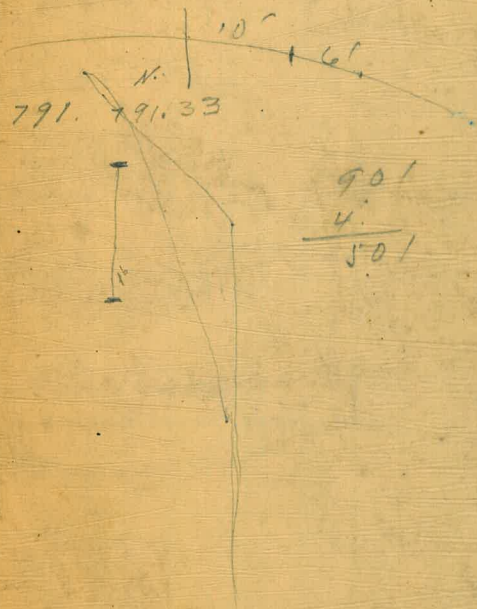
930

205
9.39

11.44 N
6.80

464

XXL Atlantic Bot Bot & Bot
5+69.9 = N. Rail at cb.
+765 = S. " " "



901
4

5.01

901
5.02

8.59